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FIELD MANUAL

MILSTAMP GUIDANCE MANUAL

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HEADQUARTERS DEPARTMENT OF THE ARMY
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No. 55-61 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 30 November 1973

MILSTAMP GUIDANCE MANUAL

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CHAPTER 1

INTRODUCTION

1-1. Purpose and Scope

a. This manual provides personnel at operating level with guidance in the documentation and planning of military-sponsored shipments moving into or through the Defense Transportation System. It may also be used to support instruction presented to personnel assigned to a shipping activity, and as a convenient reference for movement staff members.

b. For continuity, it has been necessary to duplicate portions of DOD Regulation 4500.32-R in this manual. These portions are for training purposes only, since changes to the regulation may render duplicated portions obsolete for actual shipments.

c. Procedures prescribed in this manual for obtaining routing and releases of shipments apply only to shipments originating in CONUS.

Releases and routing for shipments originating in oversea areas will be obtained in accordance with directives issued by the responsible commander.

1-2. Recommended Changes

Users of this publication are encouraged to submit recommended changes and comments to improve the publication. Comments should be keyed to the specific page, paragraph, and line of the text in which the change is recommended. Reasons will be provided for each comment to insure understanding and complete evaluation. Comments should be prepared using DA Form 2028 (Recommended Changes to Publications) and forwarded direct to the Commandant, US Army Transportation School, ATTN: ATSTC-DD, Fort Eustis, Virginia 23604.

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CHAPTER 2

MILSTAMP DEFINED

2-1. General

a. The deployment of our armed forces in various parts of the world requires the Department of Defense to organize a logistics system so that essential supplies will reach the customer in the field when, where, and in the amount required. To achieve this goal, commonality must be established between all elements of the logistics system, including the various modes of transportation, to insure the expeditious movement of shipments. For example, to avoid delays and excessive demurrage charges, requisitions must be picked, packed, marked, and ready for shipment prior to the arrival of onward transportation and terminal unloading facilities must be available upon arrival of the shipment. Cargo vessels must be booked to load the shipment and transport it to an overseas port, where the same facilities and close coordination and exchange of data between the transportation and supply segments of the logistics system will alleviate congestion at the overseas ocean terminal, waste of transportation resources, unnecessary expense to the Government, and potential delay in supplies reaching the customer.

b. The Uniform Materiel Issue Priority System (UMIPS) (now known as the Uniform Materiel Movement and Issue Priority System (UMMIPS)) established the broad guidelines for the interface between the various segments of the logistics system. These guidelines were designed to establish supply and transportation systems which would be readily understood and usable by all shipping, receiving, and transportation activities.

c. The Military Standard Requisitioning and Issue Procedures (MILSTRIP) were issued by DOD and established uniformity among sup-

ply operations and established and standardized basic data elements which later became essential in the interface between MILSTRIP and MILSTAMP.

d. To establish uniformity among the military services' transportation operations, the Department of Defense (DOD) implemented DOD Regulation 4500.32-R, Military Standard Transportation and Movement Procedures (MILSTAMP). Normally referred to by its short title, MILSTAMP is a set of standard procedures, forms, and languages adopted by the military services and all other agencies which use the Defense Transportation System (DTS). MILSTAMP procedures, as prescribed by DOD Regulation 4500.32-R, are mandatory for all users of the Defense Transportation System. In addition, MILSTAMP applies to all shipments sponsored by military departments for other agencies, such as the State Department and the General Services Administration when moving through the Defense Transportation System.

e. MILSTAMP has been designed to achieve four specific objectives:

- (1) To establish standard data elements.
- (2) To introduce a standard family of documents.
- (3) To provide procedures that are sufficiently flexible to meet peacetime as well as emergency requirements.
- (4) To provide the basic information and data required for accounting and billing, performance evaluation, tracing, and control of each shipment unit moving through the Defense Transportation System.

The following chart shows the degree of MILSTAMP applicability to various types of shipments:

Categories of shipments	Shipment planning	Documentation	Movement control into and within the DTS
1. Shipments moving wholly within the DTS	X	X	X
2. Shipments moving on GBL originating and terminating within CONUS	X		
3. Shipments moving in part within the DTS but moving on TBLS, or on GBL, CBL, or freight warrants for the inland segments	X	X	X

Categories of shipments	Shipment planning	Documentation	Movement control into and within the DTS
4. Mailed freight shipments from military activities addressed to ultimate consignee ..	X		
5. Mailed freight shipments forwarded to DTS terminals per service directive for onward movement	X	X	X
6. Through GBL shipments of materiel moving in SEAVAN containers under accepted tenders from commercial carriers, which provide for commercial carrier responsibility from origin to ultimate destination at one through tariff rate. To provide movement control, the WTCA secures booking, assigns TCN, and prepares MILSTAMP manifest	X	X	X
7. Shipments from contractors for end-use resulting from MILSTRIP demand (not entering the DTS)	--	--	--
8. Mailed freight shipments between Postal Concentration Centers moving in the DTS ..	--	X	X
9. Shipments of nonappropriated fund materiel moving wholly or in part within the DTS	--	X	X
10. Transocean movements of MAP materiel when arranged under the auspices of the recipient country and which do not become involved in any segment of the DTS ..	X		
11. Internal movements within military installations or local delivery areas	X		

f. The Defense Transportation System consists of numerous air and water terminals, transshipment points, headquarters, and service organizations, such as the Military Traffic Management and Terminal Service, the Military Sealift Command, and the Military Airlift Command. Many shipments moving through the transportation pipeline are actually transferred from one service or activity to another before reaching their final destination.

g. One of the most significant weaknesses of the transportation system before the introduction of MILSTAMP was the absence of uniformity among the services.

(1) *Multiplicity of documents and procedures.* Since the various segments of the Defense Transportation System have been developed independently and at different periods of time, it was quite natural that their operating procedures and paperwork would differ. In fact, there were over 80 separate and distinct documents in use; yet, they still lacked the minimum essential transportation and movement data required to produce the most effective and efficient transportation service. Many of the documents were not compatible with each other and, often, when transferring a shipment from one element of the transportation pipeline to another, it was necessary to accomplish complete redocumentation. MILSTAMP has eliminated this redocumentation and has reduced the total number of documents in the system.

(2) *Multiplicity of languages.* The different methods of conducting transportation business

produced a variety of languages, codes, and terms. Terms that had the same meaning could not be used interchangeably throughout the system. Although MILSTAMP has provided standardization, there still exists a number of commodity languages, many of which are controlled by activities outside the jurisdiction of the Department of Defense. However, MILSTAMP has eliminated this redocumentation and has reduced the total number of documents in the system.

(2) *Multiplicity of languages.* The different methods of conducting transportation business produced a variety of languages, codes, and terms. Terms that had the same meaning could not be used interchangeably throughout the system. Although MILSTAMP has provided standardization, there still exists a number of commodity languages, many of which are controlled by activities outside the jurisdiction of the Department of Defense. However, MILSTAMP has provided sufficient standardization of codes and documents to permit uniform interpretation.

h. The single line item requisition system—Military Standard Requisitioning and Issue Procedures (MILSTRIP)—has increased the supply volume of requisitions being filled by supply sources, which in turn has increased the number of less than release unit (small) shipments moving to using units. This means that the transportation system is handling an increasing number of small shipments. Small shipments can be defined as shipments of less than 10,000 pounds moving via surface mode or 1,000 pounds by air. It is estimated that of 5.4 million shipments

generated annually, 3.78 million or 70 percent could be classified as small shipments. Advance information on small shipments is essential to maintain the flow of materiel through the transportation system. MILSTAMP insures the availability of this information.

i. MILSTAMP prescribed a system for effective shipment planning by the appropriate transportation activities. Data provided by shipping and transshipping activities to other elements of transportation enable transportation planners

to make decisions based on timely and adequate advance information.

2-2. Transportation Priorities

ALL MILSTAMP shipments are assigned a transportation priority. Transportation priorities 1, 2, and 3 are directly related to the Issue Priority Designator (IPD) assigned in accordance with Uniform Materiel Movement and Issue Priority System (UMMIPS). Table 2-1 illustrates the relationship between the IPD and the transportation priority (TP).

Table 2-1. Uniform Material Movement and Issue Priority System (UMMIPS)
Time Standards (DOD Directive 4410.6)

Time segment	Time standards (in calendar days) for priority designators:		
	01-03 TP-1	04-08 TP-2	09-15 TP-3
A. Requisition submission	1	1	2
B. Passing action	1	1	2
C. ICP availability determination	1	1	3
D. Depot/storage site processing	1	2	8
E. Transportation hold and CONUS intransit to CONUS requisitioner, Canada, or to POE	3	6	13
F. Oversea shipment delivery	TP 1	TP 2	TP 3
1. To Alaska, Hawaii, South America, Caribbean, or North Atlantic	4	4	38
2. To Northern Europe, Mediterranean, or Africa	4	4	43
3. To Western Pacific	5	5	53
G. Receipt take up by requisitioner	1	1	3

There are two methods for assigning transportation priorities. In the case of MILSTRIP requisitions, the IPD indicated on the requisition is translated into one of the three MILSTAMP transportation priorities. For other shipments, the shipping activity selects a priority based on the required delivery date. The transportation priority influences both the mode of transportation and the processing time on the clearance cycle. Normally, the highest priority shipments, 1 and 2, are moved by air, while priority 3 moves by surface means. TP9 is used for retrograde shipments when moving by air in a space available status at reduced cost to the shipping service.

2-3. MILSTAMP Procedures

MILSTAMP interfaces with various MILSTD procedures, e.g., MILSTRIP, UMMIPS, DODAD, MILSTEP. It consists of movement control documentation, tracing, intransit data collecting, and clearance into the Defense Transportation System.

a. Transportation and Movement Control Pro-

cedures. These procedures provide the means to accomplish those functions necessary to clear and move material through an air, water, or land transportation terminal to a CONUS or oversea destination. Advance shipment planning is accomplished by the terminal command upon receipt of transportation control and movement documents (TCMD) from shipping activities. Terminal receipt documents are prepared from the TCMD by the port of embarkation (POE) prior to the actual arrival of the shipment. MILSTAMP TCMD are the source documents for the preparation of the air or ocean manifest which is used to account for the cargo while it is aboard the aircraft or ship.

b. *Intransit Data Reporting System.* The purpose of this system is the collection of accurate transit times for transportation for movements from CONUS throughout the world. The uniform documentation under MILSTAMP provides an opportunity to assemble information not possible under previous reporting systems. The source document for these data is a standard electronics accounting machine (EAM) card. The punched cards may be processed by computer to (1)

measure actual intransit time against UMMIPS time standard, (2) measure performance of each segment of the transportation system, (3) make traffic pattern studies, and ultimately, (4) establish realistic point-to-point transit standards. The procedure for collecting and utilizing these data and providing monthly and quarterly for evaluation and corrective purposes is MILSTEP, the Military Supply and Transportation Evaluation Procedures. The agency responsible for data collection is the Logistics Systems Support Agency, Letterkenny Army Depot, Pennsylvania.

c. *Transportation Tracer Action System.* This procedure is based on the requisitioners' request for the status of the shipment as authorized in MILSTRIP. The requisitioning activity, the Logistics Control Office, or any interested activity such as terminal or clearance authorities, may trace a shipment from their point in the system back towards its origin. The transportation control number (TCN) is used to identify the traced shipment. Tracing may not be initiated until it has been determined that normal transit time has expired or undue delay has occurred. When the tracer and shipment meet, the tracing activity will be advised immediately by direct communication channels as to the location and status of the shipment and will be given a new estimated time of arrival (ETA).

2-4. MILSTAMP Documents

As previously mentioned, the MILSTAMP regulation prescribes a standard family of documents to be used by all transportation activities using the Defense Transportation System. These documents are discussed in the following paragraphs.

a. *Transportation Control and Movement Document (TCMD).* The basic document for all cargo movements is the TCMD. This form is originated by the shipping activity either manually or mechanically. It identifies the material in the shipment and provides essential transportation data. It is used to obtain clearance and to provide advance notice to intermediate transshipment points. It is the source document for mechanically prepared air and ocean manifests. The elements of the prime TCMD are as follows:

- Document identifier
- Trailer/containers
- Shipper (consignor address code)
- Water or air commodity code
- Air cargo dimensions
- POE and POD codes

- Mode of shipment
- Type of pack
- Number of pieces, weight, and cube
- Transportation control number (TCN)
- Shipping address code (consignee)
- Priority code
- Required delivery date
- Project code
- Date shipped and estimated time of arrival
- Transportation account code

b. *Trailer Cards.* The use of trailer cards (or trailer line entries) may be one of the most confusing elements of MILSTAMP. Trailer data does just what the term implies, that is, it trails the original TCMD, supplying additional information not provided on the basic or prime document (blocks 1 through 24 on the manual form (DD Form 1384)), or in the 80-column punchcard. In a manual operation, trailer information is placed under the prime, or header, data in the body of the TCMD.

(1) Documentation is required for consolidated shipments to supply information on each shipment unit in the consolidation and to include the TCN of each separate shipment in consolidation.

(2) A trailer card is required when shipping household goods and baggage to indicate the name, grade, and social security number (SSN) of the owner. This information must appear as a part of the shipment's documentation.

(3) Privately owned vehicles (POV) require trailer cards to indicate the owner's name, grade, and social security number, and the make, year, and color of the vehicle, as well as the two-position alpha abbreviation for the state issuing vehicle plate and the last five digits of the vehicle's license plate.

(4) Explosives and other dangerous cargo as defined in part 146-149, CFR title 46, and paragraph 8-10b, DOD Regulation 4500-32R, require trailer cards to identify such cargo by nomenclature, lot number, net explosives weight, number of rounds, and federal stock number (FSN).

(5) All outsize cargo requires trailer cards to indicate dimensions, pieces, weight, and cube. Outsize cargo is defined as a single piece of cargo exceeding 6 feet in any dimension except SEAVAN/MILVAN, CONEX, and POV.

(6) Not otherwise specified (NOS) cargo

requires trailer cards for descriptions of the items in the shipment.

(7) All Government vehicles, trailers, guns, and aircraft require, in addition to the dimensions, the service identification number, model, or abbreviated nomenclature.

c. DD Form 1384 Used as a Tracer Document. DD Form 1384 is used as a tracer document when a MILSTAMP shipment may have been delayed or misrouted (para 2-3c). Instructions on how to initiate a tracer action appear in chapter 6. (Sec. IV, chap. 2, DOD Reg 4500.32 (MILSTAMP) explains message format for tracer action.)

d. Cargo Manifest Cards. Cargo manifest cards are another adaptation of the TCMD and are used by air and water terminals for mechanically printing the manifest by shipment unit line entries. The manifest may be mailed or transmitted by transceiver to the air or water terminal at which the cargo will be discharged. Method of transmission is dictated by the receiving capability of the addressee.

2-5. Non-MILSTAMP Shipments

The following shipments are not moved under the provisions of MILSTAMP:

a. Shipments moving in support of Government contractors where the shipment is ac-

complished by commercial bill of lading from, to, or between contractor plants.

b. Shipments of bulk petroleum products.

c. First destination shipments from contractor's plants to military depots for stock or storage when the complete movement is via commercial transportation and does not enter the DTS.

d. Special assignment airlift.

e. Unit movements, except surface shipments and follow-on residual air shipments moving in the DTS.

f. United States Marine Corps tactical unit movements via exclusive-use surface transportation under special arrangements between the Water Terminal Clearance Authority and the USMC.

g. Through Government bill of lading shipments of personal property not entering the DTS.

h. Annual resupply projects not entering the DTS (e.g., Cool Barge, Pacer Alaska, Pacer Mack, Pacer Basin, Pacer Dew, and Deep Freeze).

i. Movement of passengers.

j. Transportation of nuclear weapons, except for transportation account codes (TAC) (AR 55-203).



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CHAPTER 3

ROUTING AND MOVEMENT CONTROL

3-1. Shipment Unit

MILSTAMP is basically an information-decision system. It provides for the communication of transportation information necessary for the control and planning required for the movement of cargo. Essential to this type of system is a controllable factor. In MILSTAMP, this factor is a SHIPMENT UNIT. MILSTAMP, specifically, provides the limitations of a shipment unit. A shipment unit may be—

a. Each vehicle, wheeled trailer or gun, aircraft, or controlled container. (When a vehicle is loaded on another vehicle and physically secured, e.g., banded together, the combination is considered a single shipment unit.)

b. A number of compatible line items of supply with the same transportation priority, destined for the same ultimate consignee, and packed in a single shipping container.

c. A number of line items of supply with the same transportation priority, in a specific MILSTAMP commodity category, packed in one or more shipping containers, when the same basic TCMD data apply and the total quantity of materiel is not in excess of a single truck or railcar load, except where assemblies or sets are moved as a single unit.

d. Each assembly or set that must move as a single unit.

e. All personal property covered by DD Form 1299.

f. A single line item of supply shipped loose or packed in one or more shipping containers.

3-2. Movement Control Authorities

a. One of the prime elements of MILSTAMP is the establishment of movement control agencies, which regulate the flow of cargo into the various transportation systems, which together comprise the Defense Transportation System (DTS). These controlling agencies are known as clearance authorities. All cargo moving into the

water systems is controlled by water terminal clearance authorities (WTCA), and cargo moving into the airlift systems is controlled by airlift clearance authorities (ACA).

b. The Military Traffic Management and Terminal Service (MTMTS) is responsible for the establishment of WTCA and ACA within CONUS for all shipments moving to oversea destinations. MTMTS is also responsible for the dissemination of receipt and lift data to activities designated by the various services. Oversea theater commanders are responsible for the establishment of WTCA and ACA within their theaters, in coordination with all military services. The Air Force Logistics Command (AFLC) is responsible for the establishment and operation of ACA in the LOGAIR system, and the Naval Supply Systems Command is responsible for the establishment and operation of ACA in QUICKTRANS system. The Military Sealift Command (MSC) is responsible for the determination of ocean routing, schedules, and rates.

c. Within CONUS, sponsoring shipper services may establish Shipper Service Control Offices (SSCO) for air shipments. Shipper services electing to establish such offices will be responsible for:

(1) Designating shipper service control offices in appendix D, DOD Regulation 4500.32-R.

(2) Establishing communications routing indicators to identify specifically the SSCO function.

(3) Developing and maintaining data applicable to SSCO.

(4) Developing operating instructions based on the input/output criteria prescribed by DOD Regulation 4500.32-R.

(5) Determining air eligibility.

(6) Providing consignment instructions when required.

3-3. CONUS Release Authorities

Certain shipment units (SU) require positive

control to enter ocean terminals within CONUS. This positive control is known as an export traffic release. MTMTS has established two area headquarters, one on each coast. Their areas of responsibility are shown in figure 3-1. Shippers east of the line obtain export releases through Headquarters, Eastern Area, Brooklyn, New York. Shippers west of the line request releases from Headquarters, Western Area, Oakland, California (fig 3-1).

3-4. Shipments and Commodities Moving by Water Requiring an Export Release

a. Certain shipment units for export moving via water require export releases because of volume or weight (fig 3-2). An export release is required on—

Shipment units of 10,000 or more pounds.

Shipment units which occupy the full visible capacity of the vehicle providing movement from origin.

Shipment units offered as carload (CL) or truckload (TL) even though less than carload (LCL) or less than truckload (LTL).

Shipment units in any quantity for which exclusive use of a vehicle is required.

b. In addition to the previously mentioned shipment units, the following commodities require an export release (fig 3-3):

All cargo in any quantity moving to an ammunition outloading port.

Vehicles by driveaway service.

Explosives or other dangerous articles in any quantity classified as Explosives A, B, or C, or Poisons A, B, C, or D.

Perishable biologicals.

Narcotics.

Classified shipments.

3-5. Release Unit Procedures (fig 3-4)

a. Shipment units requiring an export release are known as release units (RU). When an export release is required, a request for a release is forwarded to the appropriate MTMTS area. Within 48 hours the routing authority (MTMTS) should provide a release and routing within the time specified in b, below. Upon receipt of the export traffic release (ETR), the shipping activity will complete the TCMD and submit it to the clearance authority serving the POE to insure arrival at least 24 hours prior to cargo arrival. If the ETA of the shipment is less than 24 hours, the TCMD

data will be furnished to the clearance authority by telephone.

b. The offering/acceptance cycle for RU shipments will not exceed 48 hours for transportation priority 1 (TP1) and transportation priority 2 (TP2) cargo, or 3 working days for TP3 cargo except when a positive booking must be obtained from the Military Sealift Command (MSC). In such instances, the shipper will be notified within 48 hours and given an estimated date when acceptance may be expected. Export traffic releases for cargo with an availability date in excess of 10 days will be issued as soon as possible, but not less than 3 working days prior to the availability date. The above time standards shall apply from the time the WTCA receives the release request until the time a release is transmitted by WTCA to the requesting activity.

3-6. Less Than Release Unit Clearance Procedures

a. Shipment units which do not require positive release instructions are known as less than release units (LRU). These shipment units are cleared for movement by submission of TCMD data to the WTCA in the geographical area in which the port of embarkation indicated in the TCMD is located.

b. The time and the communication system over which TCMD data is submitted to WTCA is determined by the transportation priority (TP) entered in column 53 of the TCMD.

c. TCMD data will be submitted to the WTCA as follows:

(1) For transportation priorities 1 and 2 (TP1, TP2) shipments not shipped via SEA-EX, use the following:

(a) When delivery time to POE is less than 24 hours, use telephone or AUTODIN, whichever is more expeditious.

(b) When delivery time to POE is over 24 hours, use, in order specified, AUTODIN, TWX, and telephone.

(2) For transportation priorities 1 and 2 (TP1 and 2) shipped by SEA-EX, follow the same procedures as for sealift express service (SEA-EX) clearances appearing in paragraph 3-7b.

(3) Transportation priority 3, TCMD data will be submitted to the clearance authority as soon as possible, but not less than 2 working days prior to the estimated date of release to the carrier. When punchcard capability is not avail-

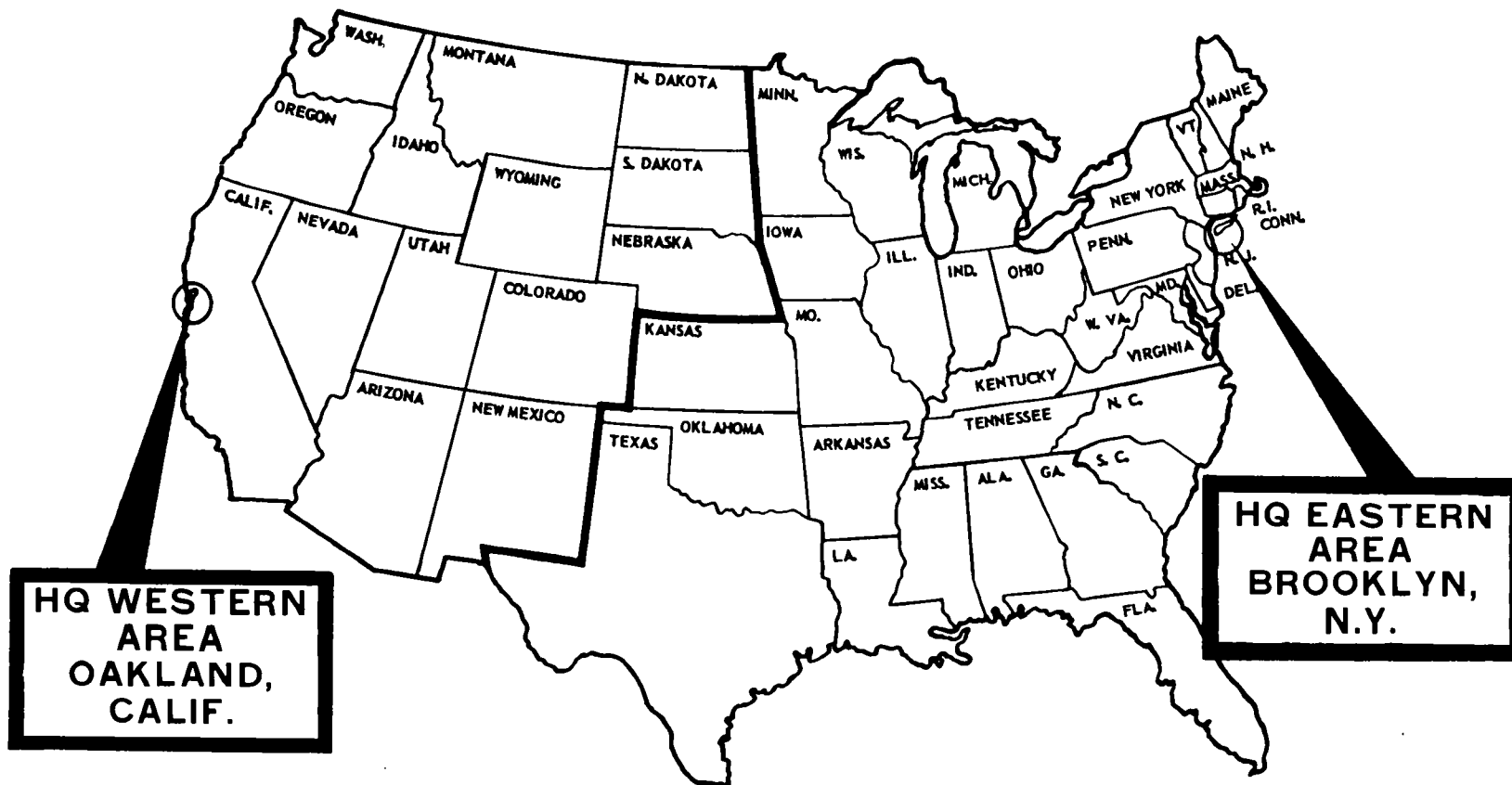
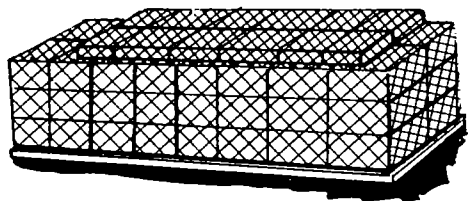
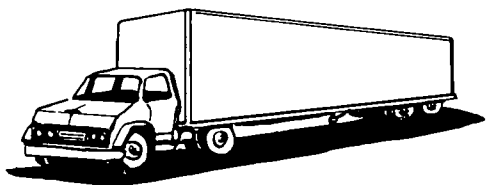


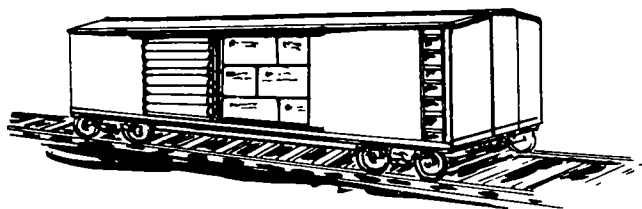
Figure 3-1. CONUS geographic boundary east/west export release authority.



10,000 or more lb



Full visible capacity



**LCL/LTL offered as
C/L or T/L**

Exclusive use of vehicle

Figure 3-2. Shipments requiring an export release.

able, the TWX format, manual TCMD (DD Form 1384), or telephone transmission will be used. However, when DD Form 1384 is used, it must be forwarded in sufficient time to insure receipt 2 working days prior to the stated date of release to the carrier.

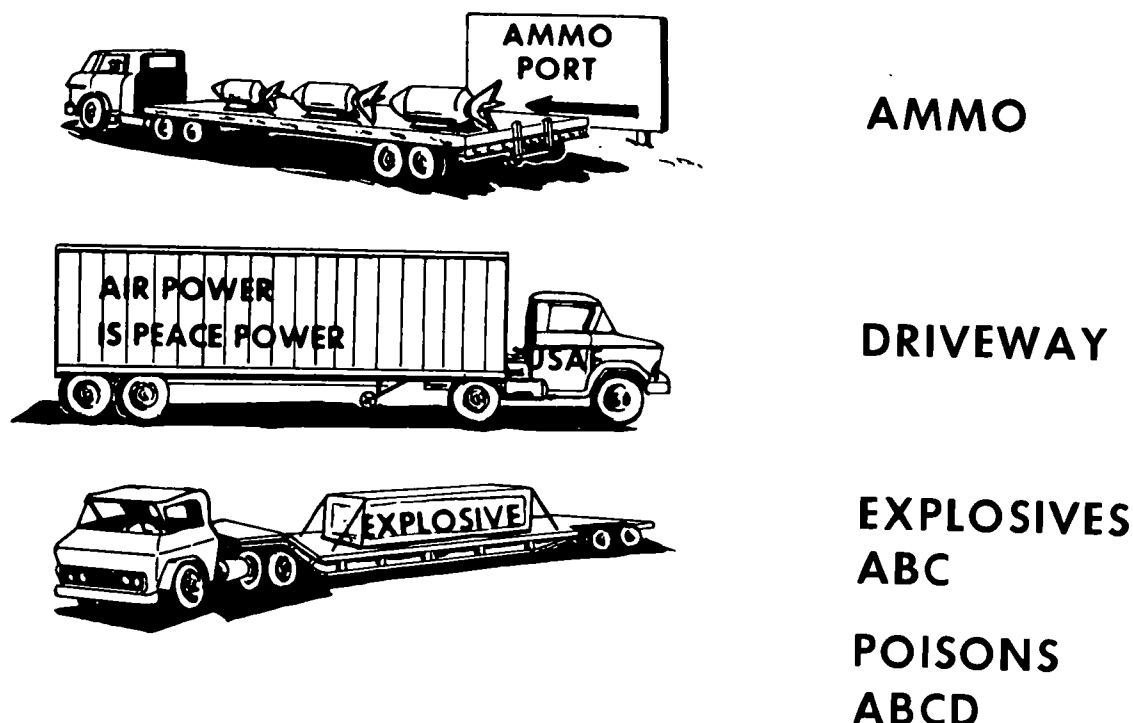
(a) When automatic consignment to a specific military terminal is authorized by the WTCA, the shipper will provide the WTCA the TCMD data 2 working days prior to the estimated date of arrival at the POE.

(b) Local area clearance agreements between shipping activities and the WTCA are authorized to satisfy shipment clearance and terminal documentation on shipments originating within the local drayage or delivery areas of the POE. Such agreements will be specifically limited to regular cargo movements destined for ports of debarkation (POD) normally served from the

port of embarkation (POE). Cargo destined to other POD or special movements, such as unit moves, will be cleared in the manner prescribed for other shipping activities. Local area clearance agreements will be formalized and will be approved by the Service/Agency headquarters of both the WTCA and the shipping activity.

(c) The shipping activity will consider a shipment released if a challenge to the TCMD data is not received prior to 1600 hours local time on the day preceding the date specified in the "date shipped" field of the TCMD.

(d) If the WTCA challenges the shipment as outlined in (f), below, the shipping activity will take the necessary action specified in the challenge. If the shipping activity cannot comply with the instructions contained in the challenge, the WTCA will be advised immediately by telephone.



AMMO

DRIVEWAY

EXPLOSIVES
ABCPOISONS
ABCD

Figure 3-3. Specific commodities requiring export release.

(e) Any cancellation or delay in shipment from the shipping activity which will result in arrival of shipment at the terminal 7 days beyond the ETA specified in the TCMD data will be reported promptly to the WTCA.

(f) When the WTCA determines that a shipment unit should not be shipped as indicated in the TCMD data submitted by the shipping activity, the shipping activity will be contacted by telephone and shipment challenged. Communications media other than telephone are not authorized for transmitting challenges. Challenges may be made during normal working hours of any day preceding the estimated date of shipment shown in the TCMD. The shipment unit identification data in the challenge will include,

as a minimum, the transportation control number (TCN), POE, and consignee. When the challenge directs a shipment to a commercial port, the shipping activity will be advised of the complete consignment instructions, including name of vessel, pier identification, and date required. This information will be transmitted by telephone or TWX to insure its receipt prior to 1600 hours on the day preceding the estimated date of release by the shipping activity.

3-7. Sealift Express Service (SEA-EX) Shipments Requiring Export Release

a. General. Though SEA-EX service was suspended as of 22 March 1968, its procedures remain published in MILSTAMP to permit ex-

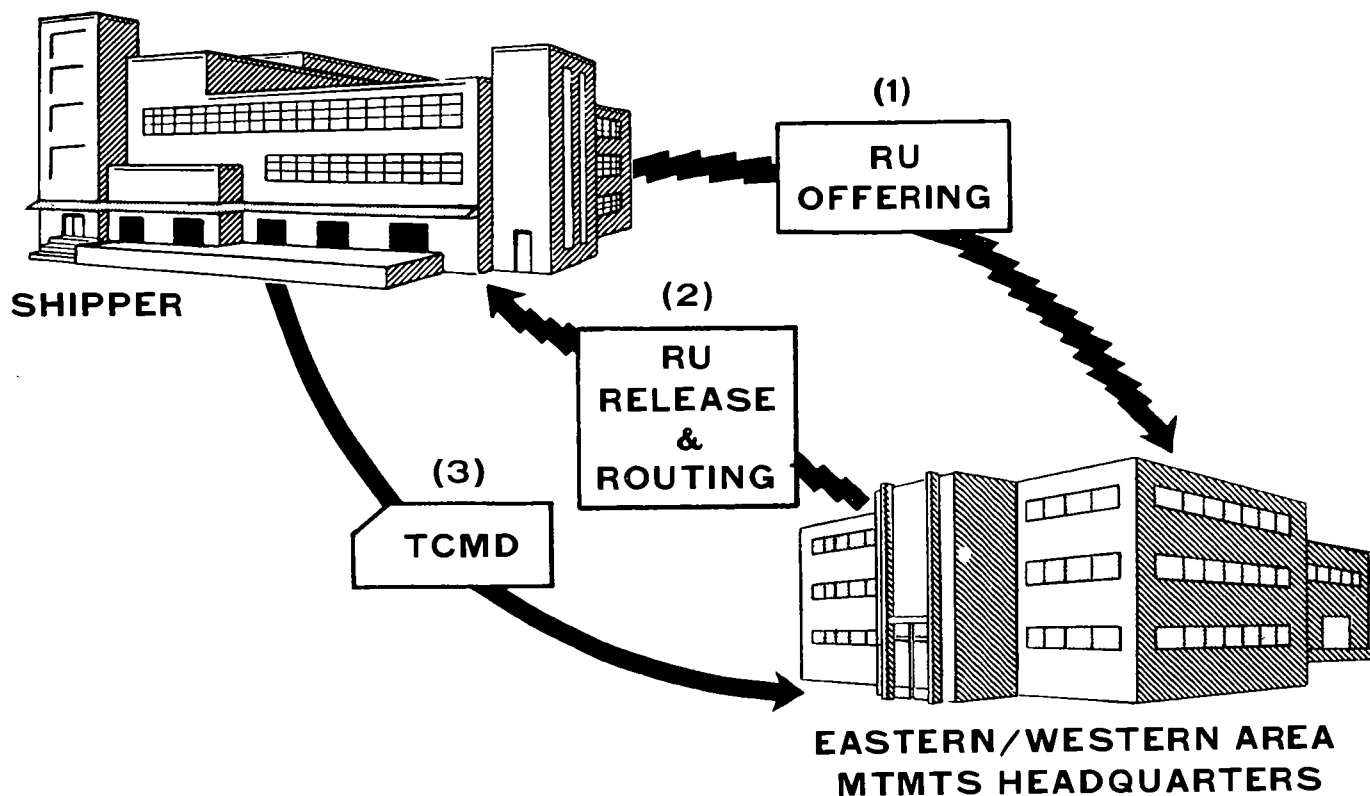


Figure 3-4. Release unit procedures.

pedition implementation upon recommendation and approval by appropriate DOD authorities.

b. Clearance Procedures.

Note. Though SEA-EX has been suspended, the clearance procedures prescribed still apply to TP1 and TP2 shipments moving by surface transportation.

The shipping activity will obtain clearance for shipments, except those specified in paragraph 3-4, by submission of advance TCMD data to its area WTCA. Clearance for shipments specified in paragraph 3-4 will be obtained in accordance with the procedures listed in paragraph 3-5. Submission of this data to the WTCA should be accomplished as follows:

(1) Delivery time to POE less than 24 hours via telephone or AUTODIN, whichever is more expeditious.

(2) Delivery time to POE over 24 hours via (in order specified) AUTODIN, TWX, or telephone.

(3) Once (1) or (2), above, has been accomplished, no further submission of TCMD data should be necessary. The shipment will be released to the terminal indicated in the TCMD at the time specified.

3-8. Seavan Shipments Requiring Export Release

a. General. SEAVAN shipments are a separate category of both sea shipment and release unit requiring clearance procedures which are slightly different from those of other release units.

b. Clearance Procedures. SEAVAN shipments

will be offered for release in accordance with instructions received from the shipper's area MTMTS headquarters routing section. SEAVAN cannot be shipped until routing has been received from MTMTS, including the SEAVAN TCN, port of embarkation (POE), and port of debarkation (POD). Transportation control numbers assigned by the WTCA to control SEAVAN movements will be used in the SEAVAN TCMD (app B8, MILSTAMP). Once a routing has been received, complete advance TCMD will be *transmitted* to the WTCA having jurisdiction over the POE, by punchcard or administrative message (fig 3-13 through 3-15, MILSTAMP) as soon as possible, but not later than as indicated below.

(1) If transit time of shipment to POE is less than 24 hours: 12 hours prior to shipment.

(2) If transit time of shipment to POE is over 24 hours: Prior to shipment.

3-9. Airlift Clearance

a. Air Eligibility. The following shipments are air eligible:

(1) *Transportation priorities 1 and 2.* The preferred mode of transporting priority 1 and 2 material is airlift. Other high-speed modes are used for this cargo only when airlift is limited or considered inappropriate or unnecessary because of size, classification, RDD, availability of SEA-EX service, or other traffic management considerations.

(2) *Transportation priority 3.* Airlift may be used for this cargo only when timely and/or expedited surface transportation is not available to oversea areas or when the only access to the consignee is by air transportation.

(3) *Transportation priority 9.* Military Airlift Command airlift from overseas to CONUS on a space available basis as authorized below:

(a) All locally excess serviceable material which is—

1. Authorized for automatic return; or
2. Authorized by an item manager for return with credit (stock fund material); or
3. Authorized by an item manager for return and is within the approved force acquisition objective (AFAO) (with appropriation financed material).

(b) All unserviceable items normally moved via surface lift and not otherwise qualified for air movement, which must be returned to CONUS for overhaul and repair.

(c) All third-class mail, and that second- and fourth-class mail that is not space-available mail (including parcel airlift mail).

(d) All cargo (including household goods) which would otherwise move from overseas to CONUS via foreign-flag ships due to the lack of responsive US Flag shipping capability. This authorization does not apply in those cases wherein reduction of retrograde cargo offered by MSC to certain foreign-flag ocean carriers would result in higher rates, or reduction or elimination of CONUS outbound service by those carriers.

(4) *Expedited shipments.* Shipments which must be expedited due to unusual conditions or urgent demands should be reported as such to the appropriate clearance authority, giving it complete information on the unusual conditions or emergency, as well as advising the authority to take necessary expediting action. Upgrading of shipments to "expedited handling" category (i.e., transportation priority 1 with code "999" in the RDD field) will be approved only by the designated service authority. In oversea areas the air clearance authority may authorize air movement of transportation priority 3 shipments when the individual service establishes a requirement for movement by air and airlift capability is available.

(5) *Economic air eligible.* Items designated as "economic air eligible" by higher authority and approved by the Department of Defense.

(6) *MILSTAMP transportation priority conversion.* The letters J, K, and L indicate that the urgency of the requirement has been verified. They are the alpha equivalent of the appropriate priority and indicate during the clearance cycle that the urgency has been confirmed by use of an "11" zone overpunch in the priority field.

b. Export Shipment Clearance Procedures for Less than Release Units (LRU).

(1) *Request by shipper.* Air shipments of nondangerous articles under 1,000 pounds (LRU) do not require a positive release, but rather are released upon submission of TCMD data unless challenged. Shipment clearance for these items is requested by the shipper from the airlift clearance authority (ACA) through the shipper service control office (SSCO), which in the case of the Army is the logistics control office (LCO). This request is made after determination of air eligibility and/or consignment instructions for oversea movement. The choice of

mode and carrier for the CONUS leg of the movement of LRU shipments is made by the shipper. TCMD data submitted to the LCO will include all necessary trailer cards/line entries for each shipment unit. TCMD data will be submitted to the LCO according to cargo priority via AUTODIN, TWX, or telephone not less than the following hours prior to the hour/date indicated in the "date shipped" field of the TCMD:

(a) Transportation priority 1 items:

1. Expedited handling (code 999 in the RDD field): 2 hours prior to scheduled release of the shipment to a carrier—via telephone only.

2. All others: 6 hours prior to scheduled release of the shipment to a carrier.

(b) All other shipments offered for air movement: 14 hours prior to scheduled release of the shipment to a carrier.

(2) *Clearance of shipper request.* If the shipment is not challenged by the ACA (via the logistics control office) by the hour/date indicated in the "date shipped" field of the advance TCMD, the shipment may be released for movement as offered.

(3) *Logistics control office (LCO) request.* Shipment clearance is requested by the area LCO for a requesting shipper by submission of the TCMD data (including all applicable trailer cards) for each shipment unit to the ACA having jurisdiction over the APOE. TCMD data will be transmitted according to cargo priority via AUTODIN, TWX, or by telephone not less than the following hours prior to the hour/date indicated in the "date shipped" field of the TCMD:

(a) Transportation priority 1:

1. Expedited handling (code 999 in the RDD field)—2 hours prior to the hour/date shown in the advance TCMD (card columns 60-62) via telephone only.

2. All others—4 hours prior to the hour/date shown in the advance TCMD (card columns 60-62).

(b) All other air eligible priorities: 12 hours prior to the hour/date shown in the advance TCMD (card columns 60-62).

(4) *Clearance of LCO request.* If challenge action is not received from the ACA by the hour/date indicated in the "date shipped" field of the TCMD, the shipper will release the shipment as indicated in the advance TCMD.

(5) *Shipment challenges.* When the ACA or LCO determines that a shipment unit should not be shipped as indicated in the shipper's advance TCMD, the shipping activity will be con-

tacted before scheduled shipment by telephone and the shipment will be challenged. Communications media other than telephone are not authorized for transmitting challenges. In those instances when challenges are exercised by the ACA on a shipper's cargo, the challenge to the shipping activity will be accomplished in coordination with, and through, the appropriate LCO. Challenges may be made at any time prior to the estimated hour/date of shipment as shown in the advance TCMD. The shipment unit identification data in the challenge will include, as a minimum, the transportation control number, APOE, and consignee. Advice on what action to take in order to comply with the challenge will also be included. If challenge action is received from the ACA which requires further action between the ACA and LCO, the shipping activity will be advised immediately by telephone with an indication when disposition instructions may be received. If the LCO cannot accept the shipment as offered by the shipping activity, the shipping activity will be advised immediately by telephone concerning the action to be taken.

c. *Clearance Procedures for Export Air Shipments.* This cycle begins with the shipping activity submitting advance TCMD data to the LCO as in paragraph 3-8b. After the LCO has verified the urgency of the shipment, the LCO furnished the ACA with the TCMD. Once the LCO has informed the shipping activity that the mode will be air, the shipping activity contacts its area MTMTS for routing instructions on a release unit shipment. For clearance of explosives and other dangerous articles requiring special clearance for airlift, except for shipments moving by commercial air taxi service, see section VI, chapter 216, AR 55-355, Military Traffic Management Regulation. Shipments which cannot be accepted will be challenged by the ACA as prescribed in b(5), above.

d. *Air Clearance Procedures for Domestic LOGAIR and QUICKTRANS Shipments.*

(1) *Request by shipper.* The shipper submits TCMD data for each shipment unit to the ACA having jurisdiction over the LOGAIR/QUICKTRANS terminal which the shipper chooses to use. TCMD data will be transmitted according to cargo priority via AUTODIN, TWX, or by telephone not less than the following hours prior to the hour/date indicated in the "date shipped" field of the TCMD.

(a) Transportation priority 1:

1. Expedited handling (code 999 in the

RDD field)—2 hours prior to the release of the shipment to a carrier via telephone.

2. All others—4 hours prior to the release of a shipment to a carrier.

(b) All other air eligible priorities: 12 hours prior to the release of a shipment to a carrier.

(2) *Clearance of shipper request.* If challenge action is not received from the ACA by the hour/date indicated in the "date shipped" field of the TCMD, the shipper will release the shipment as indicated in the advance TCMD.

(3) *Shipment challenges.* If challenge action is received from the ACA as outlined in b(5), above, the shipping activity will take the necessary action specified in the challenge. If the shipping activity cannot comply with the instructions specified therein, the ACA will be advised immediately by telephone.

e. ACA Responsibilities for MAC and LOGAIR/QUICKTRANS Shipments.

(1) *Complete and accurate TCMD.* The ACA will furnish the terminal operator with complete and accurate TCMD data, including trailer card data as applicable, for each shipment accepted into the DTS airlift system prior to shipment arrival. The TCMD data received from the shipping activity will be perpetuated except that the ACA will eliminate the "11" zone over-punch in the "priority" field when shown and will compute the estimated arrival data at the terminal from the date shipped and ETA code

and insert the Julian ETA date in card columns 60 through 62 (fig 3-5).

(2) *Loading and routing instructions for QUICKTRANS shipments.* The QUICKTRANS ACA will additionally provide the QUICKTRANS terminal operator with loading and routing instructions for all shipments cleared in to that terminal.

(3) *Shipment challenges.* All shipments which cannot be accepted will be challenged as prescribed in b(5), above.

f. Theater Airlift Clearance. Clearance and movement procedures for oversea airlift systems will be developed and published by the activity responsible for airlift movement control. The documentation, challenge procedures, and time frames for requesting release, providing acceptance, and initiating effective challenge actions will be in accordance with procedures cited above in this paragraph.

3-10. Routing Assistance

When transportation officers desire assistance in the routing of shipments for which they have been delegated authority, i.e., LRU shipments, requests for routing (DD Form 1085) may be made to the appropriate MTMTS area commander. Route orders will be issued by MTMTS in the same manner as they are for RU shipments.

3-11. Shipment Address Marking

Address marking of MILSTAMP shipments will be in accordance with MIL-STD-129.

SHIPPING ACTIVITY TO ACA

Cube	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Weight	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Pieces	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
TAC	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
ETA	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Date Shipped	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Project	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
RDD	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Trans. Pri.	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Ultimate Consignee	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Transportation Control No.	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Type Pack	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Mode	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
APOD	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
APOE	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Air Dim.	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Spec. Hdlg.	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Air Comm.	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Consignor	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Consignor	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Trailer Container Number	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Document Identifier	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00

ACA TO TERMINAL

[illegible]

* Data elements to be
perpetuated from TCMD
received from shipping
activity

Figure 3-5. Punchcard TCMD. Shipping activity to ACA to terminal.

CHAPTER 4

PREPARATION OF MILSTAMP DOCUMENTATION

4-1. General

a. The accuracy of MILSTAMP documentation and the timeliness of its distribution determine to a great degree whether cargo entering the Defense Transportation System reaches its destination without delay. To minimize delays in transit, it is extremely important that shipping activities comply with DOD Regulation 4500.32-R (MILSTAMP) documentation requirements. This applies particularly to the preparation and submission of the TCMD, which is the basic document of the MILSTAMP system.

b. The TCMD serves several purposes. It provides the clearance authority with the information required to control cargo input into the DTS. The ACA or WTCA is able to determine from this information that the water or air terminal has the capability to meet the specific requirements of each shipment before movement to the port actually commences. The TCMD also provides the air or water terminal with advance notice of shipment required to allow processing of essential documents and to prepare for receipt of the shipment.

c. The TCMD data may be submitted in any one of three ways: punchcard, manual form (DD Form 1384), or message. In the following paragraphs, the entry of prime data in the correct punchcard column and blocks of the manual TCMD is explained. Each data entry is treated separately. The columns and blocks blocked out indicate where the data are entered. Subsequent portions of this text will explain how various types of shipments are documented.

4-2. Transportation Control and Movement Document Fields of Data

a. *Document Identifier Code (DIC)*. The DIC specifies the format and use of each of the MILSTAMP documents, i.e., TCMD, manifest, IDC, tracer, trailer cards, etc. The DIC is mandatory for all MILSTAMP documentation, whether manual, mechanized, or TWX. Document identifier

codes are prescribed in appendix B-1 of DOD Regulation 4500.32-R. Figure 4-1 indicates where this information is entered on the punchcard and manual TCMD.

(1) Refer to appendix B-1 of DOD Regulation 4500.32-R for document identifier code. Column 1 of the punchcard, or the first position in block 1 of the manual TCMD, indicates the system to which the document pertains. On MILSTAMP documents, this position will always be T.

(2) Column 2 identifies the type of shipment. This will always be an alphabetic entry.

(3) Column 3 indicates whether the form is a prime document or trailer card. It also differentiates between a basic TCMD and an air or water manifest card.

b. *Trailer/Container Number*. Columns 4 through 8 of the punchcard TCMD, or block 2 of the manual form, contain the trailer or container number for all shipments moving in controlled containers and for shipment units consolidated in noncontrolled containers, including palletized unit loads. Container numbers will always be shown in card columns 4-8, or in block 2 and column 33 when the manual form is used, except when the containers are loaded on RORO trailers or SEAVAN. Container number codes for containers loaded on RORO trailers or SEAVAN will be indicated in card columns 9 through 13 of the punchcard, or in column 34 of the manual form. Figure 4-2 indicates where the trailer/container number is entered on the punchcard or manual TCMD.

c. *Shipping Activity Address Code*. Columns 9 through 14 of the punchcard TCMD, or block 3 of the manual form, are completed by the shipping activity. This field indicates the consignor or the activity responsible for documenting the shipment (fig 4-3).

(1) Column 9, or the first entry of the activity address code, indicates the service to which the shipping activity belongs. For Army activities, the codes are A, B, C, and W.

PUNCH CARD T C M D

DOC IDENT			TRAILER CON- TAINER					CONSIGNOR						COMMODITY EX- CEP- TION					AIR DIM	POE			POD			MODE		TYPE PACK		SERVICE	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO	
1 Doc Id		2 Trlr Cont		3. Consignor				4. Comm-Spec Hdg				5. Air Dim		6. POE		7. POD									
8. Mode		9 Pack		10. Trans Control No.				11. Consignee				12. Pri		13. RDD		14. Proj		15. Date Shpd		16. ETA		17. Tr Act			
18 Carrier		19. Flight-Truck-Voy Doc No.				20. Ref		21. Remarks				22. Pieces		23. Weight		24. Cube									
25 a. Tranship Point (1)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks	
26 a. Tranship Point (2)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks	
27 a. Tranship Point (3)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks	
28 Consignee				29 Date Received-Offered (Sign)				30. Condition				31. Remarks													
32 Doc Id		33 Trlr. Container		34. Consignor Comm Abbr Other		35. Commodity Spec Hdg		36 VOY NO. Air Dim a		37. POE b		38. POD		39. M O D E		40. Type Pack		41. Transportation Control Number		42. Consignee		43. REMARKS AND/OR		44. ADDITIONAL REMARKS OR	
																						P R I		a b c d e	
																						RDD a		b c	
																						Proj b		c	
																						Stow Loc c		d	
																						ETA d		e	
																						Tac e		f	
																						Pieces a		b	
																						Weight b		c	
																						Cube c		d	

DD FORM 1384, 1 APR 66
REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 4-1. Document identifier code entries on punchcard TCMD and manual TCMD.

(2) The remaining columns (10 through 14), in addition to column 9, will depict the activity address code of the activity making the

shipment. DOD 4000.25D contains a listing of activity address codes.

d. Water Commodity and Exception Codes. A

PUNCH CARD T C M D

DOC IDENT			TRAILER CON-TAINER					CONSIGNOR							COMMODITY					A I R D I M	POE			POD			M O D E	T Y P E P A C K	S E R V I C E
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		21	22	23	24	25	26			

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO											
1. Doc Id		2. Trlr Cont		3. Consignor				4. Comm-Spec Hdig						5. Air Dim		6. POE				7. POD															
8. Mode		9. Pack		10. Trans Control No.				11. Consignee						12. Pri		13. RDD		14. Proj		15. Date Shpd		16. ETA		17. Tr Acct											
18. Carrier				19. Flight-Truck-Voy Doc No.				20. Ref		21. Remarks						22. Pieces		23. Weight		24. Cuba															
25 a. Tranship Point (1)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks											
26 a. Tranship Point (2)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks											
27 a. Tranship Point (3)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks											
28. Consignee				29. Date Received-Offered (Sign)				30. Condition				31. Remarks																							
32. Doc Id		33. Trailer-Container		34. Consignor Comm Abbr Other		35. Commodity Spec Hdig		36. VOY NO Air Dim a b		37. POD		38. M O D E		39. Type Pack		40. Transportation Control Number				41. Consignee		42. P R I		43. REMARKS AND/OR				44. ADDITIONAL REMARKS OR							
																								Slow Loc				ETA				Tae			
																								a				b				c			

Figure 4-2. Trailer/container number entries on punchcard TCMD and manual TCMD.

water commodity code will be used for all shipments that move through a water POE. This code identifies commodities for ocean manifest-

ing, Military Sealift Command (MSC) billing, cost accounting, contractor payment, type of cargo, and the processing of cargo exceptions.

PUNCH CARD T C M D

DOC IDENT			TRAILER CONTAINER					CONSIGNOR							COMMODITY					AIR DIM	POE			POD			MODE	TYPE PACK	SERVICE
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		21	22	23	24	25	26			

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO											
1 Doc Id		2 Trlr Cont		3 Consignor										4 Comm-Spec Hdg										5 Air Dim		6 POE		7 POD							
8 Mode		9 Pack		10 Trans Control No.										11 Consignee										12 Pri		13 RDD		14 Proj		15 Date Shpd		16 ETA		17 Tr Acct	
18 Carrier				19 Flight-Truck-Voy Doc No.										20 Ref		21 Remarks										22 Pieces		23 Weight		24 Cube					
25 a Tranship Point (1)				b. Date Rec		c. Bay Whee		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks											
26 a Tranship Point (2)				b. Date Rec		c. Bay Whee		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks											
27 a Tranship Point (3)				b. Date Rec		c. Bay Whee		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks											
28 Consignee				29 Date Received-Offered (Sign)										30 Condition				31 Remarks																	
32 Doc Id		33 Trailer-Container		34 Consignor Comm Abbr Other		35 Commodity Spec Hdg		36 VOY NO		37 Air Dim		38 POE		39 POD		40 Mode		41 Type Pack		42 Transportation Control Number				43 Consignee		44 REMARKS AND/OR		45 ADDITIONAL REMARKS OR							

documentation to provide a brief description which most nearly identifies the contents of the shipment unit. TCMD documentation for each shipment unit (SU) of ammunition, explosives, and dangerous articles (except vehicles) includes prime data and trailer card information to describe nomenclature data (TE6 or TJ6), lot number data (TE7), and, when needed, a shipping name continuation (TE9 or TJ9). Also, a type code and an exception handling code will be shown (app B-4, DOD Reg 4500.32-R). The water commodity and type of cargo and exception handling codes will always be shown as five positions on all documents where coded commodity data are specified. Figure 4-4 indicates the column where these data are entered on the punchcard and block of the manual TCMD.

e. Air Commodity and Special Handling Codes. The air commodity code (2 digits) will be used for all shipments moving by air. This code identifies materiel for manifesting and custom requirements, and denotes cargo requiring special handling or reporting. These codes are found in appendix B-3, DOD Regulation 4500.32-R (MILSTAMP). Figure 4-5 indicates the columns where these data are entered on the punchcard and block of the manual TCMD.

f. Air Dimension Code. The air dimension code identifies dimensional characteristics of air shipments by relating the largest piece of cargo to the minimum size cargo door opening of an aircraft. These codes are found in appendix B-5, DOD Regulation 4500.32-R (MILSTAMP). Figure 4-6 indicates the column where this code is entered on the punchcard and the block where entered on the TCMD.

g. Port of Embarkation (Water/Air). Port of embarkation (POE) (water/air) three-digit identifier code is entered in columns 21 through 23 of the punchcard TCMD and block number 6 of the manual TCMD. The POE will be the point to which the shipment will be transported within CONUS for ultimate manifesting to the overseas port of discharge. Refer to appendixes B-13A and B-13B of DOD Regulation 4500.32-R (MILSTAMP) for applicable POE coding. For military air shipments within CONUS and within or between overseas areas, enter the code applicable to the originating terminal. Refer to appendixes mentioned above for applicable code. Figure 4-7 indicates where these data are entered on the punchcard TCMD and block on the manual TCMD.

h. Port of debarkation (water/air). For either retrograde or export shipments, enter the final aerial/water port of debarkation three-digit terminal identifier code. (Refer to app B-13A and B-13B of DOD Reg 4500.32-R for applicable POD codes.) For CONUS shipments or shipments within overseas theaters, enter the final terminal code to which the cargo will be manifested. This may not be the final destination of the cargo, since cargo may be shipped by truck from a terminating air or water terminal to the consignee. For example, cargo destined for Okinawa would move by MAC to Kadena AFB, Okinawa and then be shipped to final destination by truck. The applicable POD would be DNA (code for Kadena AFB). Figure 4-8 indicates where the POD code is entered on the punchcard TCMD and block of the manual TCMD.

i. Mode and Type Pack Codes. The mode of shipment code identifies the method of shipment within segments of the transportation system. This code is applicable to the mode of shipment from the originating point of the shipment unit. Mode of shipment codes are found in appendix B-6 of DOD Regulation 4500.32-R. Type pack codes are used to identify the type of pack used for the shipment unit. These codes are listed in appendix B-7 of DOD Regulation 4500.32-R. Figure 4-9 indicates where the mode and type pack codes are entered on the punchcard and manual TCMD.

j. Transportation Control Number (TCN). The TCN is a number assigned to each shipment unit entering the Defense Transportation System for control and identification purposes. Once a TCN is assigned to a shipment unit, it will remain with that unit until the shipment reaches the consignee. All tracing and correspondence concerning a shipment will reference the TCN. When two or more shipment units are consolidated, the shipment unit with the earliest RDD or earliest requisition document date will be selected as the lead document; thus the TCN for this shipment becomes the TCN for the shipment unit.

(1) *Preparation of a TCN for shipments directed for movement by MILSTRIP.* The following explains in detail how a transportation control number (TCN) is formulated for a shipment in response to a MILSTRIP requisition. The TCN is entered in columns 30 through 46 of the punchcard TCMD or block 10 of the manual TCMD, as shown in figure 4-10 below. To facilitate the explanation, the components of the TCN

PUNCH CARD T C M D

DOC IDENT			TRAILER CON-TAINER					CONSIGNOR							COMMODITY					A I R D I M	POE			POD			M O D E	T Y P E P A C K	S E R V I C E
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30

MANUAL T C M D

[illegible]

Figure 4-4. Water commodity and exception codes.

will be identified with the columns on the punch-card. (Refer to appendix B8, DOD Regulation 4500.32-R, for composition of SEAVAN TCN.)

(a) The first 14 digits of the TCN are the MILSTRIP document number taken from the DD Form 1348-1. The first position of the

PUNCH CARD T C M D

DOC IDENT			TRAILER CON-TAINER						CONSIGNOR						COMMODITY						A I R D I M	POE			POD			M O D E	T Y P E P A C K	S E R V I C E
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		22	23	24	25	26	27			

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO	
1. Doc Id		2. Trlr Cont		3. Consignor				4. Comm-Spec Hdig				5. Air Dim		6. POE		7. POD									
8. Mode		9. Pack		10. Trans Control No.				11. Consignee				12. Pri		13. RDD		14. Proj		15. Date Shpd		16. ETA		17. Tr Acct			
18. Carrier		19. Flight-Truck-Voy Doc No.				20. Ref		21. Remarks				22. Pieces		23. Weight		24. Cube									
25 a. Tranship Point (1)		b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref		h. Slow Loc		i. Split		j. Cond		k. Signature-Remarks					
26 a. Tranship Point (2)		b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref		h. Slow Loc		i. Split		j. Cond		k. Signature-Remarks					
27 a. Tranship Point (3)		b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref		h. Slow Loc		i. Split		j. Cond		k. Signature-Remarks					
28. Consignee				29. Date Received-Offered (Sign)				30. Condition				31. Remarks													
32. Doc Id		33. Trailer-Container		34. Consignor Comm Abbr Other		35. Commodity Spec Hdig		36. VOY NO. Air Dim a b		37. POD		38. 39. M O D E Type Pack		40. Transportation Control Number		41. Consignee		42. P R I		43. REMARKS AND/OR		44. ADDITIONAL REMARKS OR			
																		RDD a Proj b Slow Shpd c Loc d ETA e Tac f		Pieces g Weight h Cube i					

DD FORM 1384, 1 APR 66
REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 4-5. Air commodity and special handling codes.

CN, column 30, is the identification code of the service requisitioning the material, i.e., A, B, C, and W codes, Army. Columns 31 through 35, in conjunction with column 30, comprise the activity

address code of the activity initiating the requisition. The activity address code may be obtained from the materiel release order (MRO) (DD Form 1348-1) authorizing the supply

PUNCH CARD T C M D

DOC IDENT			TRAILER CON-TAINER						CONSIGNOR							COMMODITY					A I R D I M	POE			POD			M O D E	T Y P E P A C K	S E R V I C E
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		22	23	24	25	26	27			

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO			
1. Doc Id		2. Trlr Cont		3. Consignor						4. Comm-Spec Hdig						5. Air Dim		6. POE		7. POD							
8. Mode		9. Pack		10. Trans Control No.						11. Consignee						12. Pri		13. RDD		14. Proj		15. Date Shpd		16. ETA		17. Tr Acct	
18. Carrier		19. Flight-Truck-Voy Doc No.						20. Ref		21. Remarks						22. Pieces		23. Weight		24. Cube							
25 a. Tranship Point (1)				h. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks			
26 a. Tranship Point (2)				h. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks			
27 a. Tranship Point (3)				h. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks			
28. Consignee				29. Date Received-Offered (Sign)						30. Condition				31. Remarks													
32. Doc Id		33. Trailer-Container		34. Consignor Comm Abbr Other		35. Commodity Spec Hdig		36. VOY NO Air Dim a		37. POE b		38. POD		39. M O D E		40. Type Pack		41. Transportation Control Number		42. Consignee		43. REMARKS AND/OR		44. ADDITIONAL REMARKS OR			
																						43. REMARKS AND/OR a. RDD b. Proj c. Shpd d. ETA e. Tac f. Pieces g. Weight h. Cube					

DD FORM 1384, 1 APR 66

REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 4-6. Air dimension code.

agency to fill the requisition. (All DOD activity address codes are contained in DOD Regulation 4000.25-D.)

(b) In columns 36 through 39, the last

digit of the calendar year is entered and the three-digit Julian day of the year. This is taken from the requisition that has been chosen as the TCN.

PUNCH CARD T C M D

[illegible]

MANUAL T C M D

[illegible]

Figure 4-7. Port of embarkation (water/air).

(c) In columns 40 through 43, enter the serial number of the requisition (MRO).

(d) Column 44 is a MILSTRIP suffix code. This will be perpetuated as part of the TCN

if it is part of the document number of the DD Form 1348-1. This indicates a partial fill by the supply source of the total requested quantity. If no code is entered in this column of DD Form

PUNCH CARD T C M D

[illegible]

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																	PAGE NO.															
1 Doc Id		2. Trlr Cont		3 Consignor				4. Comm-Spec Hdng				5 Air Dtn		6. POE			7. POD															
8 Mode		9 Pack		10 Trans Control No.				11. Consignee				12. Pri		13. RDD		14. Proj		15 Date Shpd		16. ETA		17. Tr Acct										
18 Carrier				19 Flight-Truck-Voy Doc No				20 Ref		21. Remarks						22 Pieces		23 Weight		24 Cube												
25 a Tranship Point (1)				b Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks								
26 a Tranship Point (2)				b Date Rec		c. Bay Whse		d Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks								
27 a Tranship Point (3)				b. Date Rec		c. Bay Whse		d Date Shpd		e Mode Carrier		f. Flight-Truck-Voy Doc No.				g Ref.		h Stow Loc		i. Split		j Cond		k Signature-Remarks								
28 Consignee				29 Date Received-Offered (Sign)				30. Condition				31. Remarks																				
32 Doc Id		33 Trailer-Container		34 Consignor Comm Abbr Other		35 Commodity Spec Hdng		36 VOY NO. Air Dim a		37. POE b		38 M O D E		39. Type Pack		40. Transportation Control Number				41. Consignee		42 P R I		43 REMARKS AND/OR Stow Loc a RDD b Proj c Shpd d ETA e Tac						44 ADDITIONAL REMARKS OR a Pieces b Weight c Cube		

DD FORM 1384, 1 APR 66
REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 4-8. Port of debarkation (water/air).

1348-1, the shipper will make an X entry in this column. (See para 5-2b, entry for block 10.)

(e) Column entries 45 and 46 (16th through 17th positions of the TCN) are deter-

mined by the shipment planning function at the shipping activity responsible for documenting the shipment. Partial shipment code (app B-9, DOD Reg 4500.32-R) will be punched in column

PUNCH CARD T C M D

MODE	TYPE PACK	TRANSPORTATION CONTROL NUMBER																									CONSIGNEE	PRIORITY	RDD
		SERVICE	REQNR	YEAR	DATE	SERIAL	SPLIT	UNIT	ARRIVAL	SHIPMENT																			
26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																				PAGE NO	
1. Doc Id	2. Trlr Cont	3. Consignor			4. Comm-Spec Hdg					5. Air Dim	6. POE		7. POD								
8. Mode	9. Pack	10. Trans Control No.			11. Consignee					12. Pri	13. RDD	14. Proj	15. Date Shpd	16. ETA	17. Tr Acct						
18. Carrier	19. Flight-Truck-Voy Doc No.			20. Ref	21. Remarks					22. Pieces		23. Weight	24. Cube								
25. a. Tranship Point (1)		b. Date Rec	c. Bay Whse	d. Date Shpd	e. Mode Carrier	f. Flight-Truck-Voy Doc No.		g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks									
26. a. Tranship Point (2)		b. Date Rec	c. Bay Whse	d. Date Shpd	e. Mode Carrier	f. Flight-Truck-Voy Doc No.		g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks									
27. a. Tranship Point (3)		b. Date Rec	c. Bay Whse	d. Date Shpd	e. Mode Carrier	f. Flight-Truck-Voy Doc No.		g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks									
28. Consignee		29. Date Received-Offered (Sign)			30. Condition		31. Remarks														
32. Doc Id	33. Trailer-Container	34. Consignor Comm Abbr Other	35. Commodity Spec Hdg	36. VOY NO	37. Air Dim	38. POE	39. POD	40. Type Pack	41. Consignee		42. P R I	43. REMARKS AND/OR			44. ADDITIONAL REMARKS OR						
												RDD	Proj	Stow Loc	Shpd	ETA	Tac	Pieces	Weight	Cube	

DD FORM 1384, 1 APR 66

REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 4-9. Mode and type pack codes.

45, and split shipment codes are applicable to column 46.

1. The partial shipment code (column 45), which will be applied by the origin trans-

portation activity, will be used to indicate transportation action which resulted in the release of a shipment unit in more than one increment, e.g., the shipment unit exceeds the capacity of a

PUNCHCARD T C M D

MODE		TYPE PACK		TRANSPORTATION CONTROL NUMBER																							CONSIGNEE								PRIORITY		RDD	
				SERVICE		REQNR		YEAR		DATE		SERIAL		SHIPMENT		PARTIAL																						
26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55									

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO	
1 Doc Id		2 Trlr Cont		3 Consignor				4 Comm-Spec Hdig				5 Air Dim		6 POE		7 POD									
8 Mode		9 Pack		10 Trans Control No.				11 Consignee				12 Pri		13 RDD		14 Proj		15 Date Shpd		16 ETA		17 Tr Acct			
18 Carrier				19 Flight-Truck-Voy Doc No				20 Ref		21 Remarks				22 Pieces		23 Weight		24 Cube							
25 a Tranship Point (1)				b Date Rec		c Bay Whse		d Date Shpd		e Mode Carrier		f Flight-Truck-Voy Doc No				g Ref		h Stow Loc		i Split		j Cond		k Signature-Remarks	
26 a Tranship Point (2)				b Date Rec		c Bay Whse		d Date Shpd		e Mode Carrier		f Flight-Truck-Voy Doc No				g Ref		h Stow Loc		i Split		j Cond		k Signature-Remarks	
27 a Tranship Point (3)				b Date Rec		c Bay Whse		d Date Shpd		e Mode Carrier		f Flight-Truck-Voy Doc No				g Ref		h Stow Loc		i Split		j Cond		k Signature-Remarks	
28 Consignee				29 Date Received-Offered (Sign)				30 Condition				31 Remarks													
32 Doc Id		33 Trailer-Container		34 Consignor Comm Abbr Other		35 Commodity Spec Hdig		36 VOY NO Air Dim a		37 POE b		38 POD		39 M O D E		40 Type Pack		41 Transportation Control Number		42 Consignee		43 REMARKS AND/OR		44 ADDITIONAL REMARKS OR	
																				RDD a Proj b Stow Shpd c Loc LTA d Tac e		Pieces a Weight b Cube c			

DD FORM 1384, 1 APR 66
REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 4-10. Transportation control number
(MILSTRIP shipment).

single conveyance, or for some other reason must be shipped in two or more conveyances by the same or mixed modes.

2. The TCN assigned to the shipment unit will be modified by use of partial shipment code in the 16th position (punchcard column 45)

to identify each increment. The first partial will be assigned code A, and each subsequent increment will be identified as specified in appendix B-9 of DOD Regulation 4500.32-R. Regardless of the number of partial shipments required to complete the release of the shipment unit, the last increment will always be identified with the code Z.

3. When the shipment unit can be released as a complete entity on a single conveyance, the partial shipment field will reflect such action by use of the code X indicating a complete shipment. Insofar as the shipping activity is concerned, the 17th position of the TCN (punchcard column 46) will always be X.

4. Column 46 (17th position of the TCN) is to be used to indicate a split shipment. The split shipment code (app B-9, DOD Reg 4500.32-R) will be applied only by transshipping activities and is used to indicate that the increment of the shipment unit (complete or partial) generated by the shipping activity must be further divided into two or more increments for onward movement in separate conveyances. The first 16 positions of the TCN as assigned by the shipping activity will always be perpetuated. Cargo identified as assemblies or sets (DIC TU) must be moved as a single unit. When it is necessary to split a shipment unit, complete or partial, the appropriate transshipping activity will identify each increment consecutively in the 17th position (column 46 of the punchcard), beginning with code A. The last increment will always be identified with code Z. When no splitting is necessary the code X, assigned by the shipping activity, will be perpetuated.

(2) *Transportation control number for shipments directed for movement by other than MILSTRIP (fig. 4-11).*

(a) Positions 1 through 6 of the TCN (punchcard columns 30 through 35) will be the activity address code of the shipper assigning the number.

(b) Position 7 (punchcard column 36) will be the last digit of the calendar year, i.e., for calendar year 1972, the last digit will be 2.

(c) Positions 8 through 10 (punchcard columns 37 through 39) will be the Julian day on which the shipment is picked up from the member.

(d) Position 11 (punchcard column 40) will be type shipment code (app B-8, DOD Reg 4500.32-R.).

(e) Positions 12 through 14 (punchcard

columns 41 through 43) will be the shipment serial number. This serial number will begin with 001 each day and extend to 999 (except for personal property, either household goods or baggage, in which case the serial numbers are assigned from 1 to 999 without regard to Julian date). After 999 shipments are made in a given day, alphabetic characters are authorized in position 12 (card column 41).

(f) Positions 15 through 17 (punchcard columns 44 through 46) will be the same as on a MILSTRIP shipment. Refer to (1) (d) and (e), above.

k. *Consignee.* The consignee's address is entered into the TCMD by the shipping activity. This is a six-digit alphabetic/numeric activity address code which designates the consignee for the material being shipped. This code will be taken from the "Ship to" block of DD Form 1348-1. (DOD Reg 4000.25-D contains all DOD activity address codes.) There will always be an entry in this field. Figure 4-12 indicates where the consignee address code is entered on the punchcard and manual TCMD.

l. *Priority.* One of the first steps of the shipment planning activity upon the receipt of the document authorizing the filling of a requisition (DD Form 1348-1) is to determine the priority. Transportation priorities have been established to aid in the movement of material throughout the transportation pipeline and are related to UMMIPS issue priority designators (IPD) as indicated in paragraph 2-2; for other transportation priority assignments, refer to paragraph 3-3, MILSTAMP. Figure 4-13 shows where the priority code is entered on the punchcard and manual TCMD.

m. *Required Delivery Date (RDD).* The RDD, when specified, is entered in punchcard columns 54 through 56, or block 13 of the manual TCMD. If the shipment unit is an "EXPEDITED HANDLING" shipment, enter 999 in this field instead of the RDD. When an RDD is not specified, these columns are left blank. Figure 4-14 indicates where the RDD is entered on the punchcard and manual TCMD.

n. *Project Codes.* If the shipment unit is project material, the project designator will be entered in punchcard columns 57 through 59, or block 14 of the manual TCMD. Project material identified by a project code will not be consoli-

PUNCHCARD T C M D

[illegible]

MANUAL T C M D

Figure 4-11. Non-MILSTRIP transportation control number.

dated into shipment units with material having a different project code or with non-project material. If the shipment unit is not project ma-

terial, this field will be left blank. Figure 4-15 shows where the project code is entered on the punchcard and manual TCMD.

PUNCH CARD T C M D

[illegible]

MANUAL T C M D

[illegible]

Figure 4-12. Consignee activity address code.

o. Date Shipped. An entry will always be made in the "date shipped" (CC 60-62) field of the TCMD. This entry will be the Julian day on which the shipment unit is to be given to the

carrier. The hour code (app B-11) is required for all air shipments. When the hour code is used in column 60, columns 61 and 62 will contain the last two digits of the Julian day.

MANUAL T C M D

Figure 4-13. Priority entry on TCMD.

These codes are applied by the shipper to apprise the ACA of the anticipated time of release of shipment to the origin carrier and the time

PUNCH CARD T C M D

[illegible]

MANUAL T C M D

Figure 4-14. RDD entry on TCMD.

before which challenge action, if any, must be received by the shipper. Figure 4-16 indicates where the "date shipped" code is entered on the punchcard and manual TCMD.

p. Estimated Time of Arrival (ETA) Codes. This element of data may be either numeric or alphabetical and is entered in column 63 of the punchcard or block 16 of the manual TCMD.

PUNCH CARD T C M D

NEE			P R I O R I T Y			R D D			P R O J E C T			DATE SHIP- PED H O U R D A T E			E T A			TRANSP ACC'T CODE				PIECES				WEIGHT				CUBE			
51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80				

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO							
1. Doc Id		2. Trlr Cont		3. Consignor								4. Comm-Spec Hdig								5. Air Dim		6. POE		7. POD							
8. Mode		9. Pack		10. Trans Control No.								11. Consignee								12. Pri		13. RDD		14. Proj		15. Date Shpd		16. ETA		17. Tr Acct	
18. Carrier				19. Flight-Truck-Voy Doc No								20. Ref		21. Remarks								22. Pieces		23. Weight		24. Cube					
25 a. Tranship Point (1)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks							
26 a. Tranship Point (2)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks							
27 a. Tranship Point (3)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks							
28. Consignee				29. Date Received-Offered (Sign)								30. Condition				31. Remarks															
32. Doc Id		33. Trailer-Container		34. Consignor Comm Abbr Other		35. Commodity Spec Hdig		36. VOY NO Air Dim a		37. POD b		38. M O D E		39. Type Pack		40. Transportation Control Number				41. Consignee		42. P R I		43. REMARKS AND/OR RDD a Proj b Stow Loc Shpd c ETA d Tac e				44. ADDITIONAL REMARKS OR Pieces a Weight b Cube c			
																												</			

PUNCH CARD T C M D

NEE		PRIORITY				RDD			PROJECT			DATE SHIPPED HOUR DATE		ETA	TRANSP ACC'T CODE				PIECES				WEIGHT				CUBE			
51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO											
1 Doc Id		2 Trlr Cont		3 Consignor				4 Comm-Spec Hdig				5 Air Dim		6 POE		7 POD																			
8 Mode		9 Pack		10 Trans Control No.				11 Consignee				12 PH		13 RDD		14 Proj		15 Date Shpd		16 ETA		17 Tr Acct													
18 Carrier				19 Flight-Truck-Voy Doc No.				20 Ref		21 Remarks								22 Pieces		23 Weight		24 Cube													
25 a Tranship Point (1)				b Date Rec		c Bay Whse		d Date Sbpd		e Mode Carrier		f Flight-Truck-Voy Doc No.				g Ref		h Stow Loc		i Split		j Cond		k Signature-Remarks											
26 a Tranship Point (2)				b Date Rec		c Bay Whse		d Date Sbpd		e Mode Carrier		f Flight-Truck-Voy Doc No.				g Ref		h Stow Loc		i Split		j Cond		k Signature-Remarks											
27 a Tranship Point (3)				b Date Rec		c Bay Whse		d Date Sbpd		e Mode Carrier		f Flight-Truck-Voy Doc No.				g Ref		h Stow Loc		i Split		j Cond		k Signature-Remarks											
28 Consignee				29 Date Received-Offered (Sign)				30 Condition				31 Remarks																							
32 Doc Id		33 Trailer-Container		34 Consignor Comm Abbr Other		35 Commodity Spec Hdig		36 VOY NO Air Dim a		37 POE b		38 POD		39 M O D E Type Pack		40 Transportation Control Number				41 Consignee		42 P R I		43 REMARKS AND/OR				44 ADDITIONAL REMARKS OR							
																								Stow Loc				Pieces a				Weight b		Cube c	
								</																											

PUNCH CARD T C M D

NEE			P R I O R I T Y				R D D				P R O J E C T				DATE SHIP-PED			H O U R		D A T E		E T A		TRANSP ACC'T CODE					PIECES					WEIGHT					CUBE				
51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80														

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO.	
1 Doc Id		2 Trlr Cont		3 Consignor				4 Comm-Spec Hdig				5 Air Dim		6 POR		7 POD									
8 Mode		9 Pack		10 Trans Control No.				11 Consignee				12 Pri		13 RDD		14 Proj		15 Date Shpd		16 ETA		17 Tr Acct			
18 Carrier				19 Flight-Truck-Voy Doc No.				20 Ref		21 Remarks				22 Pieces				23 Weight		24 Cube					
25 a Tranship Point (1)				b Date Rec		c Bay Whse		d Date Shpd		e Mode Carrier		f Flight-Truck-Voy Doc No.				g Ref.		h Stow Loc		i Split		j Cond		k Signature-Remarks	
26 a Tranship Point (2)				b Date Rec		c Bay Whse		d Date Shpd		e Mode Carrier		f Flight-Truck-Voy Doc No.				g Ref.		h Stow Loc		i Split		j Cond		k Signature-Remarks	
27 a Tranship Point (3)				b Date Rec		c Bay Whse		d Date Shpd		e Mode Carrier		f Flight-Truck-Voy Doc No.				g Ref.		h Stow Loc		i Split		j Cond		k Signature-Remarks	
28 Consignee				29 Date Received-Offered (Sign)				30 Condition				31 Remarks													
32 Doc Id		33 Trailer Containers		34 Consignor Comm Abbr Other		35 Commodity Spec Hdig		36 VOY ND Air Dim a h		37 PDD		38 M D E		39 Type Pack		40 Transportation Control Number		41 Consignee		42 P R I		43 REMARKS AND/ OR RDD a Proj b Stow Loc Shpd c ETA d Tac e		44 ADDITIONAL REMARKS DR Pieces a Weight b Cube c	

DD FORM 1384, 1 APR 66 REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 4-17. Estimated time of arrival code entry on TCMD.

other military systems when the system operator bills the shipper service. For shipments moving via LOGAIR, TAC are required only for first

destination cargo, MAP cargo, and ANG cargo. Transportation account codes appear in appendix B-12, DOD Regulation 4500.32-R (MIL-

PUNCH CARD T C M D

MODE		TYPE	TRANSPORTATION CONTROL NUMBER																CONSIGNEE	PRIORITY	RDD								
			SERVICE	REQNR	YEAR	DATE	SERIAL	SURFIT	SPIL																				
26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55

MANUAL T C M D

[illegible]

Figure 4-18. Transportation account codes.

STAMP). Figure 4-18 illustrates the TAC entry on the punchcard and manual TCMD.

r. Pieces, Weight, and Cube. Pieces, weight,

and cube fields will always be completed in the basic TCMD. Each field will be prefixed with sufficient numeric zeros (0) to fill out the allotted space.

PUNCH CARD T C M D

NEE	P R I O R I T Y	R D D	P R O J E C T	DATE SHIP- PED		E T A	TRANSP ACC'T CODE	PIECES	WEIGHT	CUBE																			
				H O U R	D A T E																								
51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80

MANUAL T C M D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																								PAGE NO	
1. Doc Id		2. Trlr Cont		3. Consignor				4. Comm-Spec Hdlg				5. Atr Dlm		6. POB		7. POD									
8. Mode		9. Pack		10. Trans Control No.				11. Consignee				12. Pri		13. RDD		14. Proj		15. Date Shpd		16. ETA		17. Tr Acct			
18. Carrier				19. Flight-Truck-Voy Doc No.				20. Ref		21. Remarks				22. Pieces		23. Weight		24. Cube							
25 a. Tranship Point (1)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks	
26 a. Tranship Point (2)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks	
27 a. Tranship Point (3)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.				g. Ref		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks	
28. Consignee				29. Date Received-Offered (Sign)				30. Condition				31. Remarks													
32. Doc Id		33. Trailer-Container		34. Consignor Comm Abbr Other		35. Commodity Spec Hdlg		36. VOY NO Atr Dlm a b		37. POD		38. M O D E		39. Type Pack		40. Transportation Control Number		41. Consignee		42. P R I		43. REMARKS AND/OR RDD a Proj b Stow Loc c Shpd d ETA e Tac e		44. ADDITIONAL REMARKS OR Pieces a Weight b Cube c	

4-3. Shipment Planning Worksheet (SPWS)

a. Uses. Besides being a valuable document for the organizing of TCMD data, the Shipment Planning Worksheet is a useful tool for the advance planning of the composition of shipment units and the scheduling of these preplanned shipment units through the entire supply and transportation cycle.

b. When Prepared. This document is prepared by the shipping activity immediately upon receipt of a Receipt/Release Document, DD Form 1348-1, for a shipment which has been ordered and is ready for packing and shipment. Immediate preparation of this worksheet is important, as it enables rapid shipment clearance by the relevant clearance authority for release unit (RU) shipments as well as timely TCMD data preparation for both RU and less than release unit (LRU) shipments. This is because clearance of an RU shipment cannot be requested until pertinent transportation data have been gathered for submission to, and analysis by, the rele-

vant routing authority. No shipment (RU or LRU) can move until its documentation has been completed, except in emergency situations.

c. Instructions for Preparation.

(1) One of the major source documents for a Shipment Planning Worksheet is DD Form 1348-1, Single Line Item Release/Receipt Document (fig 4-20).

(2) Note, however, that DD Form 1348-1 has been left blank in spaces where strictly MILSTRIP information is normally entered, so as to prevent confusion between MILSTRIP and MILSTAMP.

(3) Though DOD has not yet developed a standardized SPWS, figure 4-21 gives an example of an SPWS.

(4) The following chart shows how the SPWS in figure 4-21 was filled out, using information from DD Form 1348-1 (fig 4-20), MILSTAMP, and other sources. This SPWS and DD

[illegible]

DD FORM 1348-1 1 JAN 64

EDITION OF 1 AUG 61 MAY BE USED

DOD SINGLE LINE ITEM RELEASE/RECEIPT DOCUMENT

7

Figure 4-20. DD Form 1348-1, Single Line Item Release/Receipt Document.

TCN		SHIPMENT PLANNING WORK SHEET									
1. DOC. IDENT (1-3) TXI		2. CONTAINER NO (4-8) 24625		3. CONSIGNOR (9-14) A26TBE		4. COMMODITY CODE (15-19) 51A39		5. AIR DIMENSION (20) 3DK		6. TRANS-SHIP (1) POE (21-23)	
7. TRANS-SHIP (1) POD (24-26) UD6		8. MODE (27) B		9. TYPE PACK (28-29) X2		10. TRANSPORTATION CONTROL NO. (30-44) AT422610320001XXX		11. CONSIGNEE ADDRESS (45-53) AT4226			
12. TRANS. PRIORITY (54) 3		13. ROD (54-56) 079		14. PROJECT CODE (57-59) -		15. DATE SHIP. (60-62) 047		16. ETA (63) C		17. TRANS. ACCOUNT CODE (64-67) A205	
18. PCS (68-71) 0001		19. WT (72-76) 09900		20. CUBE (77-80) 0365		21. FREIGHT CLASSIFICATION					
22. FUND CITATION				23. RELEASING ACTION				24. DATE OF ACCEPTANCE			
25. ROUTING								26. TRAFFIC QUOTATION			
27. BILL OF LADING				28. CARRIER				29. TRUCK-FLIGHT-VESSEL NO			
30. PACKAGING EXCEPTIONS						35. REQUISITION NUMBER, CONSOLIDATION INFORMATION, ETC.					
LENGTH	WIDTH	HEIGHT	PIECES	WEIGHT	CUBE						
31. MARKING AND LABELING INSTRUCTIONS											
32. STORAGE IN-TRANSIT DATA											
33. EXPLOSIVES AND OTHER DANGEROUS ARTICLES											
NOMENCLATURE											
34. HOUSEHOLD GOODS AND/OR BAGGAGE											
CONTAINER NO.		RANK		LAST NAME		INITIALS					

Figure 4-21. Shipment Planning Worksheet (SPWS).

Form 1348-1, incidentally, are the ones which apply to the shipment and TCMD described in paragraph 5-2b. For more complete instructions on the use of the SPWS, the reader should refer

to the appendixes and other references listed in the "description" column, and the data shown in figures 4-20 and 4-21, using this information to trace the meaning of all SPWS entries.

SPWS block number	SPWS field legend	TCMD punchcard column(s)	Description
1	Document identifier	1-3	Enter applicable document identifier code (app B-1, DOD Reg 4500.32-R (MILSTAMP)).
2	Trailer or container No.	4-8	Enter the trailer roll on/off or container (CONEX, MILVAN, etc.) number as appropriate. (app B-2, MILSTAMP).
3	Consignor	9-14	Enter six-digit activity address code of shipper (consignor) obtained from the Joint DOD Address Directory. This can also be found in block A of DD Form 1348-1.
4	Commodity	15-19	Enter applicable surface or air commodity code (app B-3 and/or B-4, MILSTAMP).
5	Air dimension	20	Enter the letter A when the largest piece in the shipment will fit into the smallest aircraft in the system. When the dimensions of the largest piece exceeds the capacity of the air dimension table appearing in appendix B-5, MILSTAMP, enter Z.

SPWS block number	SPWS field legend	TCMD punchcard column(s)	Description
6	Port of embarkation (POE)	21-23	Enter the code applicable to the air or water port of embarkation serving the specified oversea destination. For military air shipments within CONUS and within or between oversea areas, enter the code applicable to the originating terminal (app B-13A and B-13B, MILSTAMP).
7	Port of debarkation (POD)	24-26	Enter the code applicable to the air or water POD serving the consignee. For military air shipments within CONUS and within or between oversea areas, enter the code applicable to the terminating air terminal (app B-13A and B-13B, MILSTAMP).
8	Mode	27	Enter the code applicable to the method of shipment from origin (app B-6, MILSTAMP).
9	Type pack	28-29	Enter the code that describes the type of pack (app B-7, MILSTAMP).
10	Transportation control number (TCN).	30-46	Enter the number assigned to each shipment unit as the shipment control from origin to destination (app B-8, MILSTAMP).
11	Consignee	47-52	Enter the activity address code of the consignee. This can be found in block B of DD Form 1348-1.
12	Priority	53	Enter transportation priority, paragraph 3-3c, MILSTAMP.
13	Required delivery date (RDD)	54-56	Enter the RDD which is applicable to the requisition and/or shipping order. When no delivery date appears in the DD Form 1348-1, leave blank.
14	Project code	57-59	Enter project code if applicable as depicted in columns 57-59 of DD Form 1348-1.
15	Date and time release to carrier	60-62	Enter the Julian day the shipment is released to the original carrier. For shipments going through an air terminal, indicate hour/date (app B-11, MILSTAMP).
16	Estimated time of arrival (ETA)	63	Enter the code used to identify number of days intransit from shipper to CONUS destination or POE (app B-10, MILSTAMP).
17	Transportation account code (TAC).	64-67	Enter the applicable code for the transportation account to be charged for movement of the shipment (app B-12, MILSTAMP).
18	Pieces	68-71	Enter number of pieces of shipment unit.
19	Weight	72-76	Enter weight of shipment rounding out to next highest whole round.
20	Cube	77-80	Enter cube of shipment rounding out to next highest whole foot.
21	Freight classification		Enter if applicable, the freight classifications rating and commodity description using Uniform Freight Code or National Motor Freight Code. Precede by the letters UFC or NMFC as appropriate.
22	Fund citation		Obtain from document authorizing shipment.
23	Releasing action		Indicate whether RU or LRU, and if RU enter status of request for release.
24	Date of acceptance		Enter if applicable.
25	Routing		Enter as determined by ITO for LRU shipment or as prescribed by the clearance authority for release units.
26	Traffic quotation		Enter if applicable.
27	Bill of lading No.		Enter if applicable.
28	Carrier		Enter the name of the original carrier and/or code when applicable.
29	Truck, flight, or vessel No.		Enter the appropriate carrier references.
30	Packaging exceptions		Enter if applicable.
31	Marking and labeling instructions		Enter if applicable.
32	Storage intransit data		Enter if applicable.
33	Explosives and other dangerous articles nomenclature.		Enter if applicable.

SPWS block number	SPWS field legend	TCMD punchcard column(s)	Description
34	Household goods and/or baggage		Enter if applicable. (Container number, grade, last name, and initials).
35	Requisition No., consolidation information, etc.		Enter if applicable. This block is also used to enter the "data available" and the "hold code" to provide these data to supply activities for MILSTEP purposes (ref MILSTAMP, para 3-4g).

CHAPTER 5

DOCUMENTATION OF MILSTAMP SHIPMENTS

5-1. General

This chapter provides guidance to shipping activity personnel for the documentation of the various types of MILSTAMP shipments.

5-2. MILSTRIP Shipment Documentation

The majority of shipments entering the Defense Transportation System have been requisitioned

under the Military Standard Requisitioning and Issue Procedures (MILSTRIP). Since MILSTRIP-requisitioned shipments require data which are slightly different from data for other shipments, they are treated separately in this chapter.

a. *MILSTRIP Shipment TCMD.* Following are illustrations of completed TCMD in punch-card and manual form (fig. 5-1(1) and 5-1(2)).

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REPLACES EDITION OF 1 APR 63 WHICH MAY BE USED.

Figure 5-1(1). Manual TCMD for a MILSTRIP shipment of combat rations packed in a CONEX/SEAVAN.

b. Procedures for Completing TCMD for MILSTRIP Shipment. The following chart provides the step-by-step procedures for documenting a MILSTRIP single item, less than release unit shipment on both manual and punchcard TCMD. Refer to paragraph 4-3 for a discussion of the role of the shipment planning worksheet (SPWS) in preparing this TCMD, and figure 4-21 which illustrates the actual SPWS which would apply to this shipment.

Manual TCMD block number	TCMD punchcard column number(s)	Entry
1	1-3	<i>Document identifier code (DIC).</i> Refer to appendix B-1 of MILSTRIP. "T X 1" is entered here. The first position is always T. The second position indicates the type of shipment document; in this instance, it is X for a shipment not otherwise covered. The third entry 1 identifies the TCMD as a single shipment unit prime document, less than release unit (LRU).
2	4-8	<i>Trailer/container number.</i> Refer to appendix B-2 of MILSTAMP. Enter the last five digits of the serial number of the CONEX; in this instance, 24625. The same appendix also prescribes entries for roll on/roll off vehicles, SEAVANS and noncontrolled containers.
3	9-14	<i>Consignor.</i> Refer to DOD Regulation 4000.25-D or extract from supply document, DOD Activity Address Directory. Enter the code of the shipping activity. In this example, the address code for the Defense General Supply Center, Richmond, is used, A26TBE.
4	15-19	<i>Commodity—special handling.</i> Refer to appendix B-4, MILSTAMP. The entry for the first three positions is 51A, the surface code for combat rations. Since no special type of cargo code is applicable, enter Z in the fourth position. The fifth position is 9, as no exception handling is required. Had the container been 10,000 pounds or more, an I would

5-2

Manual TCMD block number	TCMD punchcard column number(s)	Entry
10 (continued)		marked with an X in this example, since it is a complete shipment to fill a requisition. Had it been necessary to fill the requisition by making partial shipments, an A would have been entered in the sixteenth position for the first partial, B for the second partial, and so on, except that X is not used and Z is always used for the final partial shipment. The original shipper always enters an X in the seventeenth position. Transshippers follow the same procedure for split shipments as prescribed for partial shipments in appendixes B-8 and B-9 of MILSTAMP. Example of a partial shipment TCN: the size of a shipment being made in response to a requisition is so large that three trucks are required for its transportation. The first 15 digits of the TCN for each of the three trucks will be the same, but in the sixteenth position of the TCN for the cargo loaded on truck number 1, an A will be inserted (ATA2261032001-XAX). In the TCN for the cargo loaded on truck number 2, a B will be inserted in the sixteenth position (AT422610320001XBX). The TCN for truck number 3, the last truck on which the shipment is loaded, a Z is entered in the sixteenth position (AT422610320001-XZX).
11	47-52	<i>Consignee.</i> Refer to DOD Regulation 4000.25-D, DOD Activity Address Directory. Enter the address code of the consignee; in this example, AT4226, the code for US Army Camp Carroll, Pusan, Korea. The consignee activity address code appears on the DD Form 1348-1.
12	53	<i>Transportation priority.</i> Refer to paragraph 3-3, MILSTAMP. Enter 3 in this space to indicate that the shipment will move by ordinary surface means and will not be expedited.
13	54-56	<i>Required delivery date (RDD) (when specified).</i> Refer to paragraph 2-2 of this text and paragraph 3-8c of MILSTAMP. Enter the required delivery date (RDD), the date the requisitioner requires delivery; in this example it is 079, the Julian date for 20 March (except in leap year, when the Julian date for 20 March is 080).

Manual TCMD block number	TCMD punchcard column number(s)	Entry
		The shipper may obtain the RDD from columns 62-64 of DD Form 1348-1, Single Line Item Release/Receipt Document.
14	57-59	<i>Project.</i> Refer to paragraph 3-8c, MILSTAMP. When a project code is specified, enter it here. When not specified, leave blank as in this example.
15	60-62	<i>Date shipped.</i> Refer to paragraph 3-8c, and appendix B-11, MILSTAMP. Enter the Julian date on which the shipment is to be released to the carrier, or released to the POE when the shipping activity is adjacent thereto. The entry in this example is 047 (Julian date for 16 February).
16	63	<i>Estimated time of arrival (ETA).</i> Refer to appendix B-10, MILSTAMP. The code indicating the number of days the shipment will be in transit between the shipping activity and the CONUS POE is entered in this position. For this example, it is C which indicates a transit time of 12 days.
17	64-67	<i>Transportation account code.</i> Refer to appendixes B-12 and B-12A. In this example A205 is entered, as it is a shipment for which the transportation costs are charged to the Army.
18	--	<i>Carrier.</i> The original carrier's name and code are entered here only on the manual TCMD and only when the TCMD is used as a waybill.
19-20	--	<i>Flight/truck/voyage document number.</i> Entry is made here only on the manual TCMD, and only when applicable information is available from the carrier.
21	--	<i>Remarks.</i> Any remarks pertinent to the movement from the consignor to the POE are entered in this space on the manual TCMD only.
22	68-71	<i>Pieces.</i> Enter the number of pieces in the shipment; in this example, it is one. Since four digits are required, the first three positions are zeros.
23	72-76	<i>Weight.</i> Enter the total weight of the shipment in pounds. This is a five-digit entry, so it is necessary to add a zero in the first position. The weight of the CONEX shipment is 9,900 pounds, so the entry is 09900.

Manual TCMD block number	TCMD punchcard column number(s)	Entry
24	77-80	<i>Cube.</i> Enter the cube of the shipment in feet. The cube in this example is 365 cubic feet. It is a four-digit entry, so it will be 0365.
25-31	--	<i>Transshipment data.</i> Entries here are made by the transshipment point and the consignee.

c. Consolidated Shipment. To promote transportation efficiency, compatible shipment units destined for the same single break bulk point or ultimate consignee may be unitized into a single palletized load, CONEX, or other consolidation container for movement, provided the integrity of each shipment unit within the consolidation is maintained in the appropriate documentation by a shipment unit line entry. Figures 5-2(1)

and (2) illustrate a TCMD for a consolidated shipment composed of a shipment of combat rations and a shipment of coffee. Most of the information in the heading of the TCMD is the same as that explained in *b*, above, for a single line item shipment. However, when the entry is different from the single line item shipment, the proper entry may be obtained from the same appendix of MILSTAMP. For example, the entry in block 1, document identifier code, is changed from "TX1" in figure 5-1(1) to "TX3," the identifier code for a consolidated shipment in figure 5-2(1). Both document identifier codes are found in appendix B-1 of MILSTAMP.

Note. The following documentation is required for shipment units (SU) in consolidation.

- (1) Primary data TCMD for the container (DIC T-3).

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																		PAGE NO							
1. Doc Id		2. Trlr Cont		3. Consignor			4. Comm-Spec Hdg			5. Air Dim		6. POE		7. POD											
TX3		24625		A26TBE			5IAZ9			0		3DK		UD6											
8. Mode		9. Pack		10. Trans Control No.			11. Consignee			12. Pri		13. RDD		14. Proj		15. Date Shpd		16. ETA							
B		X2		AT422610330001XXX			AT4226			3		079		-		047		C							
18. Carrier		19. Flight-Truck-Voy Doc No.			20. Ref			21. Remarks			22. Pcs		23. Weight		24. Cube										
											0001		09950		0365										
25 a. Tranship Point (1)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks			
26 a. Tranship Point (2)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks			
27 a. Tranship Point (3)				b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks			
28. Consignee				29. Date Received-Offered (Sig)				30. Condition				31. Remarks													
32. Doc Id		33. Trailer-Container		34. Consignor Comm Abbr Other		35. Commodity Spec Hdg		36. VOY NO. Air Dim		37. POD		38. M O D E		39. Type Pack		40. Transportation Control Number		41. Consignee		42. P R I		43. REMARKS AND/OR		44. ADDITIONAL REMARKS OR	
TX9		24625												X2		AT422610330001XXX						SEAL NUMBER 7892			
TX4		24625		A26TBE		5IAZ9		3DK		UD6		B		CS		AT422610330001XXX		AT4226		3		079 047 C A205		0200 04850 0170	
TX4		24625		A26TBE		5I2Z9		3DK		UD6		B		CS		AT422610330001XXX		AT4226		3		093 047 C A205		0077 03600 0124	

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REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 5-2(1). Manual TCMD for a consolidated MILSTAMP shipment of coffee and combat rations packed in a CONEX.

PRIMARY DATA CARD

Cube	Weight	PIECES	TAC	ETA	Date Shipped	Project	RDD	Trans Pri	Ultimate Consignee	TRANSPORTATION CONTROL NUMBER																Type Pack	Mode	POD	PDE	Air Dim	Commodity Special Handling	Consignor	Trailer Container Number	OIC	
0 3 6 5	0 6 9 5 0	0 0 0 1	A 2 0 5	C	0 4 7		0 7 9	3	4 7 4 8 4 9 5 0 5 1 5 2	A T 4 2 2 6 1 0 3 3 0 0 0 1 X X X																X 2	6	U 0 6	3 0 K	2 0	5 1 A 2 9		A 2 6 T 6 E	2 4 6 2 5	T X 3
7 7 7 8 7 9 8 0	7 2 7 3 7 4 7 5 7 6	6 8 6 9 7 0 7 1 7 2	6 4 6 5 6 6 6 7	6 3	6 0 6 1 6 2	5 9	5 4 5 5 5 6	5 3		3 0 3 1 3 2 3 3 3 4 3 5 3 6 3 7 3 8 3 9 4 0 4 1 4 2 4 3 4 4 4 5 4 6																2 7 2 8 2 9	2 7	2 4 2 5 2 6	2 1 2 2 2 3	1 9	1 5 1 6 1 7 1 8 1 9	9 1 0 1 1 1 2 1 3 1 4	4 5 6 7 8 9	1 2 3	

FIRST CONSOLIDATED ITEM'S TRAILER CARD

OIC	Trailer Container Number	Consignor	Commodity Special Handling	Air Dim	POE	POD	Type Pack	Mode	TRANSPORTATION CONTROL NUMBER	Ultimate Consignee	Trans Pri	RDD	Project	Date Shipped	EIA	TAC	PIECES	Weight	Cube
TX4	24625	A26T6E	51A29	30K	U06	8XS	AT422610330001XXX	AT42263078	047	C	A205	0200	04850	0170					
123	45678	91011121314	1516171819	20	212223	242526	272829	3031323334353637383940414243444546	474849505152	53545556	575859	606162	63	6465666768697071727374757677787980					

SECOND CONSOLIDATED ITEM'S TRAILER CARD

Cube	0 1 2 4															
Weight	0 3 6 0 0															
PIECES	0 0 7 7															
TAC	0 0 7 7															
EIA	C A 2 0 5															
Date Shipped	0 4 7															
Project	0 8 1 6 2															
RDD	0 9 3															
Trans Pri.	3															
Ultimate Consignee	A T 4 2 2 6 3															
TRANSPORTATION CONTROL NUMBER	A T 4 2 2 6 1 0 3 3 0 0 0 2 X X X															
Type Pack	A T 4 2 2 6 1 0 3 3 0 0 0 2 X X X															
Mode	6 C S															
POD	U 0 6															
POE	3 0 K															
Air Dim	2 1 2 2 3															
Commodity Special Handling	5 1 2 2 9															
Consignor	A 2 6 T 6 E															
Trailer Container Number	2 4 6 2 5															
OIC	T X 4															

MISCELLANEDUS INFORMATION TRAILER CARD

TRANSPORTATION CONTROL NUMBER											Ultimate Consignee	Trans Pri	MISCELLANEOUS INFORMATION																SEQ NO
Type Pack	Mode	POD	POE	Air Dim	Commodity Special Handling	Consignor	Trailer Container Number	OIC																					
8 X 2	A T 4 2 2 6 1 0 3 3 0 0 0 1 X X X	A T 4 2 2 6	3	S E A L	N U M B E R	7 6 9 2																	1						
30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46	47 48 49 50 51 52	53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80																											

Figure 5-2(2). Punchcard TCMD for a consolidated MILSTAMP shipment of coffee and combat rations packed in a CONEX.

(2) TCMD for each shipment within the consolidation (DIC T-4).

(3) Trailer card for the container and each shipment unit in the container, as required.

d. Procedure for Documenting a MILSTAMP

Consolidated Shipment. The following chart provides the step-by-step procedure for documenting a MILSTAMP (MILSTRIP requisitioned) consolidated shipment on both manual and punchcard TCMD. Figures 5-2(1) and 5-2(2) are used in this section to explain entries.

Manual TCMD block number	Manual TCMD column number (Tr line)	Punchcard TCMD column number (s)		Entry
		T-3 card	T-4 card	
1	32	1-3	1-3	Document identifier. Refer to appendix B-1, MILSTAMP. The first two positions of the document identifier code are the same as the single shipment unit described previously, but since this is a consolidated shipment, a 3 is entered in the third position in block 1 of the manual TCMD, or columns 1-3 of the punchcard TCMD. When the manual TCMD is used, line entries (T-4) are required for each shipment unit in the consolidated shipment. When the punchcard TCMD is used, a separate TCMD (T-4) is required for each shipment unit in the consolidated shipment. In the manual TCMD,

Manual TCMD block number	Manual TCMD column number (Tr line)	Punchcard TCMD column number(s)		Entry
		T-3 card	T-4 card	
				the line entry begins in column 32. In column 32 enter TX in the first two positions, the same as in block 1. Appendix B-1, MILSTAMP, prescribes 4 for the third position, to TX4 is entered twice, once for each shipment unit in column 32. When punchcard TCMD are used, a separate TCMD (T-4) is required for each shipment unit in the consolidated shipment. In this example, columns 1-3 of each of the two TCMD are marked TX4. When miscellaneous information is furnished, for example, the CONEX seal numbers, a line entry on the manual TCMD is required or a trailer card is required if the punchcard TCMD is used. The document identifier prescribed by appendix B-1, MILSTAMP, is TX9 for miscellaneous information.
2	33	4-8	4-8	<i>Trailer/container.</i> Refer to appendix B-2, MILSTAMP. Block 2 in the manual TCMD remains unchanged in a consolidated shipment, but the same information must be entered twice in column 33. When the punchcard TCMD is used, this information (i.e., the last five digits of the CONEX serial number) is entered in columns 4-8 of the T-3 and T-4 cards.
3	34	9-14	9-14	<i>Consignor.</i> Refer to b, above. Enter twice in column 34 (T-4 lines) the information appearing in block 3 of the manual TCMD. When the punchcard TCMD is used, enter the information appearing in card columns 9-14 of the T-3 cards in the same columns of the T-4 cards. When a container bearing a serial number is consolidated within another container bearing a serial number, refer to paragraph 3-8, MILSTAMP, instructions for preparing header data.
4	35	15-19	15-19	<i>Commodity—special handling.</i> The commodity code entered in block 4 identifies the predominant cargo in the container. Enter in column 35 the commodity code for each individual shipment unit within the consolidation. When a punchcard TCMD is used, a separate card (T-4) must be completed for each shipment unit within the consolidation. The commodity code of each shipment unit is entered in columns 15-19 of its respective card.
5	36a	20	20	<i>Air dimension.</i> Leave blank—applies to air shipments only.
6	36b	21-23	21-23	<i>POE.</i> Refer to b, above. Enter twice in column 36b (T-4 lines) the information appearing in block 6 of the manual TCMD. When the punchcard TCMD is used, enter the information appearing in card columns 21-23 of the T-3 in the same columns of the T-4 cards.
7	37	24-26	24-26	<i>POD.</i> Refer to b, above. Enter twice in column 37 (T-4 lines) the information appearing in block 7 of the manual TCMD. When the punchcard TCMD is used, enter the information appearing in card columns 24-26 of the T-3 card in the same columns of the T-4 cards.
8	38	27	27	<i>Mode.</i> Refer to b, above. Enter twice in column 38 the information appearing in block 8 of the manual TCMD. When the punchcard TCMD is used, enter the information appearing in card column 27 of the T-3 card in the same columns of the T-4 cards.
9	39	28-29	28-29	<i>Type pack.</i> Refer to appendix B-7, MILSTAMP, and b, above. The consolidated shipment is packed in a CONEX, so no change is made in block 9 of the manual TCMD or card columns 28-29 when the punchcard TCMD is used. However, the T-4 line entries on the manual TCMD and punchcard TCMD describe the individual packages making up the consolidated shipment. In this example, the coffee and combat rations are packed in cases, so the entry in column 39 is CS, the type pack code for a case type package. When the punchcard TCMD is used, CS will be entered in columns 28-29. The first trailer entry (T-9) is classified "miscellaneous information" and provides the seal number of the CONEX, so the type pack code for this trailer entry is X2. X is the code for a CONEX and the 2 is the first digit of the CONEX serial number. In column 39 of the manual TCMD, enter CS in the T-4 lines. When the punchcard

Manual TCMD block number	Manual TCMD column number (T-1r line)	Punchcard TCMD column number(s)		Entry
		T-3 card	T-4 card	
				TCMD is used, enter CS in columns 28-29 of the T-4 cards. In columns 28-29 of the miscellaneous information (T-9), the ones providing the CONEX seal number, enter X2.
10	40	30-46	30-46	<i>Transportation control number.</i> Refer to appendixes B-8 and B-9, MILSTAMP, and <i>b</i> , above. The TCMD for a consolidated shipment will be assigned the transportation control number (TCN) of the shipment unit in the consolidation having the earliest required delivery date (RDD). This number appears in block 10 of the manual TCMD and columns 30-46 of the punchcard TCMD. Enter the number appearing in block 10, into column 40 of the manual TCMD. When a punchcard TCMD is used, enter the number appearing in card columns 30-46 of the T-3 card into columns of the same number on the first shipment unit card (T-4). The TCN for the shipment unit of the consolidated shipment having the later RDD is AT422610330002XXX, so this is the third entry in column 40 (T-4 line) of the manual TCMD and in columns 30-46 of the second T-4 card. The TCN appearing in block 10 of the manual TCMD, and columns 30-46 of the T-3 card is also used for the TCN of the miscellaneous information line entry (T-9), i.e., the first entry on the manual TCMD and for the T-9 card.
11	41	47-52	47-52	<i>Consignee.</i> Refer to <i>b</i> , above. In column 41 (T-4 lines) of the manual TCMD, twice enter the information appearing in block 11. When the punchcard TCMD is used, enter the information appearing in block 11. When the punchcard TCMD is used, enter the information appearing in columns 47-52 of the T-3 card in the same numbered columns of the T-4 cards.
12	42	53	53	<i>Priority.</i> Refer to <i>b</i> , above. In column 42 of the manual TCMD, twice enter the information appearing in block 12 of the prime document. When punchcard TCMD are used, enter the information appearing in column 53 of the T-3 card in the same columns of TCMD for other shipment units (T-4 cards) in the consolidation.
13	43a	54-56	54-56	<i>RDD.</i> Refer to <i>b</i> , above. The earliest shipment unit RDD is 079 which has been entered in block 13 of the manual TCMD or, if the punchcard TCMD (T-3) is used, in columns 54-56. Enter this information in column 43a of the manual TCMD or columns 54-56 of the T-4 card. The other shipment unit in the consolidated shipment has an RDD of 093. Enter in column 43a in the line under the previously explained RDD entry in the manual TCMD. When the punchcard TCMD is used, enter 093 in columns 54-56 of the second T-4 card.
14	43b	57-59	57-59	<i>Project code.</i> Refer to <i>b</i> , above. In column 43b, twice enter the information appearing in block 14 of the manual TCMD. When a punchcard TCMD is used, enter the information appearing in columns 57-59 of the prime document punchcard (T-3) for consolidated shipment in the same numbered columns of the prime document punchcard (T-4) for separate shipment units within the consolidation. (In this example no project code assigned, so leave blank.)
15	43c	60-62	60-62	<i>Date shipped.</i> Refer to <i>b</i> , above. In column 43c of the T-4 line of the manual TCMD, twice enter the information appearing in block 15. When a punchcard TCMD is used, enter the information appearing in card columns 60-62 of the T-3 card in the same numbered columns of the T-4 cards.
16	43d	63	63	<i>ETA.</i> Refer to <i>b</i> , above. In column 43d of the manual TCMD, twice enter the information appearing in block 16. When a punchcard TCMD is used, enter the information appearing in card column 63 of the T-3 card in the same numbered column of the T-4 cards.
17	43e	64-67	64-67	<i>Transportation account.</i> Refer to <i>b</i> , above. In column 43e (T-4 lines) of the manual TCMD, twice enter the information appearing in block 17. When a punchcard TCMD is used, enter the information

Manual TCMD block number	Manual TCMD column number (Tr line)	Punchcard TCMD column number(s)		Entry
		T-3 card	T-4 card	
				appearing in card columns 64-67 of the T-3 card in the same numbered columns of the T-4 cards.
--	43	--	54-79	The first line entry in column 43 of the manual TCMD is <i>miscellaneous information (T-9)</i> . In this example, it is the seal number of the CONEX. When a punchcard TCMD is used, enter the CONEX seal number in columns 54-79 of the miscellaneous information (T-9) punchcard only.
19	--	--	--	<i>Flight-truck-voyage document number</i> . Refer to <i>b</i> , above. This information is not entered as trailer line or trailer card information.
20	--	--	--	<i>Reference</i> . Refer to <i>b</i> , above. This information is not entered as trailer line or trailer card (T-9) information.
21	--	--	--	<i>Remarks</i> . Refer to <i>b</i> , above. This information is not entered as trailer line or trailer card (T-9) information.
22	44a	68-71	68-71	<i>Pieces</i> . Refer to <i>b</i> , above. The first shipment unit of the consolidated shipment consists of 200 cases of combat rations. The entry requires four digits, so enter "0200" in the second line (T-4) of column 44a of the manual TCMD. When a punchcard TCMD is used, enter the number of pieces in the first shipment (0200) in columns 68-71 of the T-4 card. The second shipment unit of the consolidated shipment consists of 77 cases of coffee, so enter "0077" in the second line of column 44a of the manual TCMD. When a punchcard TCMD (T-4) is used, enter the number of pieces in the second shipment unit (0077) in columns 68-71 of the second T-4 card.
23	44b	72-76	72-76	<i>Weight</i> . Refer to <i>b</i> , above. The first shipment unit of the consolidated shipment weighs 4,850 pounds. The entry requires five digits, so enter 04850 in the second line of column 44b of the manual TCMD. When a punchcard TCMD is used, enter the weight of the first shipment unit (04850) in columns 72-76 of the first T-4 card. The weight of the second shipment unit of the consolidated shipment is 3,600 pounds, so enter "03600" in the third line of column 44b of the manual TCMD. When a punchcard TCMD is used, enter the weight of the second shipment unit (03600) in columns 72-76 of the second T-4 card. Since the weights in the trailer line entries do not include the weight of the container (1,500 lbs), they will not equal the weight appearing in block 23 of the manual prime document or card columns 72-76 of prime card.
24	44c	77-80	77-80	<i>Cube</i> . Refer to <i>b</i> , above. The first shipment unit of the consolidated shipment measures 170 cubic feet. The entry requires four digits, so enter 0170 in the first T-4 line of column 44c of the manual TCMD. When a punchcard TCMD is used, enter the cube of the first shipment (0170) in columns 77-80 of the first T-4 card. The cube of the second shipment unit of the consolidated shipment is 124 cubic feet, so enter 0124 in the second T-4 line of column 44c of the manual TCMD. When a punchcard TCMD is used, enter the cube of the second shipment unit (0124) in columns 77-80 of the second T-4 card. Since the cube in the trailer line entries does not include the space taken up by the container, it will not equal the cube appearing in block 24 of the manual T-3 document and card columns 77-80 of the T-3 card, which show the exterior cube of the container.

5-3. Non-MILSTRIP Shipment Documentation

The following explains the preparation of documentation for shipments directed for movement by methods other than MILSTRIP.

a. Household Goods Shipment. Shipments of household goods and unaccompanied baggage are

documented on the punchcard TCMD when mechanical facilities are available; otherwise, the manual TCMD (DD Form 1384) is used (fig 5-3 (1)). Punchcard TCMD for household goods shipments always require a trailer card. Figure 5-3 (2) shows the prime document data in line A on the punchcard, and trailer card data in line B. In

[illegible]

DD FORM 1384, 1 APR 66

REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 5-3(1). Manual TCMD for a household goods shipment.

PERSONAL PROPERTY FORMATS

*Data perpetuated from prime TCMD

SHIPMENT UNIT PRIME DATA

Code	0660		7778		7980		0990		0000		1010		6869		6970		7172		7374		7576		7778		7980																																									
Weight	0990		0000		0990		0000		1010		6869		6970		7172		7374		7576		7778		7980																																											
Pieces	0000		1010		6869		6970		7172		7374		7576		7778		7980																																																	
TAC	A248		6364		6566		6869		7172		7374		7576		7778		7980																																																	
ETA	AF		6364		6566		6869		7172		7374		7576		7778		7980																																																	
Date Shipped	174		6162		6364		6566		6869		7172		7374		7576		7778		7980																																															
Preferred Delivery Date	230		5455		5658		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980																																									
Trans. Pri.	333		5152		5355		5658		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980																																							
Receiving Activity	FB5643		4748		4950		5152		5355		5658		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980																																			
TCN	170H00		1X1X		1X1X		4748		4950		5152		5355		5658		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980																															
Type Pack	MBX		2627		2829		3031		3233		3435		3637		3839		4041		4243		4445		4647		4849		5051		5253		5455		5658		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980													
Mode	B		2627		2829		3031		3233		3435		3637		3839		4041		4243		4445		4647		4849		5051		5253		5455		5658		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980													
POD	HA4		2425		2627		2829		3031		3233		3435		3637		3839		4041		4243		4445		4647		4849		5051		5253		5455		5658		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980											
PDE	1GC		2122		2324		2526		2728		2930		3132		3334		3536		3738		3940		4142		4344		4546		4748		4950		5152		5355		5556		5758		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980							
Air Dim	9		1718		1920		2122		2324		2526		2728		2930		3132		3334		3536		3738		3940		4142		4344		4546		4748		4950		5152		5355		5556		5758		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980			
Commodity Special Handling	390C9		1516		1718		1920		2122		2324		2526		2728		2930		3132		3334		3536		3738		3940		4142		4344		4546		4748		4950		5152		5355		5556		5758		5960		6162		6364		6566		6869		7172		7374		7576		7778		7980	
Shipping Activity	FB2300		910		1112		1314		1516		1718		1920		2122		2324		2526		2728		2930		3132		3334		3536		3738		3940		4142		4344		4546		4748		4950		5152		5355																			

HOUSEHOLD GOODS AND BAGGAGE OWNERSHIP DATA

[illegible]

Figure 5-3(2). Punchcard TCMD for household goods shipment with trailer information added.

actual practice a separate card would be prepared for trailer data, but for the convenience of the user and to insure full understanding they have been consolidated in a single illustration. When the manual TCMD is used, a trailer line entry is

made in columns 32 through 44 to provide necessary information to transportation personnel.

b. *Procedure for Completing TCMD for Household Goods Shipment.* Following is the step-by-step procedure for completing the documents illustrated in figures 5-3 (1) and 5-3 (2):

Manual TCMD block number	Manual TCMD column number (Tlr line)	Punchcard TCMD column number(s)		Entry
		Primary	Trailer	
1	32	1-3	1-3	<i>Document identifier.</i> Refer to appendix B-1, MILSTAMP. The first portion in block number 1 of the manual TCMD is T. Since it is a shipment of household goods, the second position is H. Since this is a prime document for a single shipment, the third position is 1. When a punchcard TCMD is used, this entry, TH1, is entered in columns 1-3 of the prime document. A trailer line entry is required, so enter TH in the first two positions in column 32 of the manual TCMD or if the punchcard TCMD is used, in columns 1 and 2 of the trailer card. In the trailer data entry, the third position changes to 8, the code for "personal property ownership data." Thus, column 32 of the manual TCMD or columns 1-3 of the trailer card read TH8.
2	33	4-8	4-8	<i>Trailer/container.</i> Leave blank in this instance.
3	34	9-14	9-14	<i>Consignor.</i> Refer to DOD Regulation 4000.25-D DOD Activity Address Directory. Enter the activity address code of the shipping activity in block 3 of the manual TCMD. When a punchcard TCMD is used, enter this information in columns 9-14 of the prime document. An identical trailer line entry is made in column 34 of the manual TCMD or in columns 9-14 of the trailer card when a punchcard TCMD is used.
4	35	15-19	15-19	<i>Commodity—special handling.</i> Refer to appendix B-4, MILSTAMP. In block 4 of the manual TCMD, enter the commodity code for household goods in the first three positions. In the fourth position, the type of cargo code for household goods is entered. Since household goods are not a special type of cargo, enter 9 in the fifth position. When a punchcard TCMD is used, enter this information in columns 15-19 of the prime document. An identical trailer line entry is made in column 35 of the manual TCMD or in columns 15-19 of the trailer card when a punchcard TCMD is used.
5	36a	20	20	<i>Air dimension.</i> Leave blank in this instance.
6	36b	21-23	21-23	<i>POE.</i> Refer to appendix B-13B, MILSTAMP. In block 6 of the manual TCMD, enter the port designator for the POE. When a punchcard TCMD is used, enter this information in columns 21-23 of the prime document. An identical trailer line entry is made in column 36b of the manual TCMD or in columns 21-23 of the trailer card when a punchcard TCMD is used.
7	37	24-26	24-26	<i>POD.</i> Refer to appendix B-13B, MILSTAMP. In block 7 of the manual TCMD, enter the port designator for the POD. When a punchcard TCMD is used, enter this information in columns 24-26 of the prime document. An identical trailer line entry is made in column 37 of the manual TCMD or in columns 24-26 of the trailer card when a punchcard TCMD is used.
8	38	27	27	<i>Mode.</i> Refer to appendix B-6, MILSTAMP. Enter the mode of shipment code on which the shipment leaves the shipping activity in block 8 of the manual TCMD. When a punchcard TCMD is used, enter this information in column 27 of the prime document. An identical trailer line entry is made in column 38 of the manual TCMD or in column 27 of the trailer card when a punchcard TCMD is used.
9	39	28-29	28-29	<i>Pack 1.</i> Refer to appendix B-7, MILSTAMP. Enter the type pack code in block 9 of the manual TCMD. When a punchcard TCMD is used, enter this information in columns 28-29 of the prime docu-

Manual TCMD block number	Manual TCMD column number (Tr line)	Punchcard TCMD column number(s)		Entry
		Primary	Trailer	
				ment. An identical trailer line entry is made in column 39 of the manual TCMD or in columns 28-29 of the trailer card when a punchcard TCMD is used.
10	40	30-46	30-46	<i>Transportation Control Number.</i> Refer to chapter 7, MILSTAMP. Enter the TCN in block 10 of the manual TCMD. When a punchcard TCMD is used, enter this information in columns 30-46 of the prime document. An identical trailer line entry is made in column 40 of the manual TCMD or in columns 30-46 of the trailer card when a punchcard TCMD is used. The Julian date appearing in the TCN positions 7-10 reflects the date the shipment was picked up from the owner.
11	41	47-52	47-52	<i>Consignee.</i> Refer to DOD 4000.25-D, DOD Activity Address Directory. Enter the activity address code of the military activity responsible for the receipt of the shipment in block 11 of the manual TCMD. When a punchcard TCMD is used, enter this information in columns 47-52 of the prime document. An identical trailer line entry is made in column 41 of the manual TCMD or columns 47-52 of the trailer card when a punchcard TCMD is used.
12	42	53	53	<i>Transportation priority.</i> Refer to chapter 7, MILSTAMP. Enter the transportation priority in block 12 of the manual TCMD. When a punchcard TCMD is used, enter this information in column 53 of prime document. An identical trailer line entry is made in column 42 of the manual TCMD or column 53 of the trailer card when the punchcard TCMD is used.
13	--	54-56	--	<i>RDD.</i> Enter the Julian required delivery date in block 13 of the manual TCMD. When a punchcard TCMD is used, enter this information in columns 54-56 of the prime document.
	43		54-70	<i>Remarks.</i> Refer to chapter 7, MILSTAMP. In column 43 of the manual TCMD, enter the last name and first two initials of shipment's owner, followed by his rank code as prescribed in chapter 7 of MILSTAMP. When a punchcard TCMD is used, this information is entered in columns 54-70 of the trailer card.
--	44	--	71-80	<i>Additional remarks.</i> Refer to chapter 7, MILSTAMP. In column 44 of the manual TCMD, enter the shipment owner's social security number. When a punchcard TCMD is used, enter this information in columns 71-80 of the trailer card.
14	--	--	--	<i>Project.</i> Leave blank.
15	--	60-62	--	<i>Date shipped.</i> Enter the Julian date that the shipment is to be released to the carrier in block 15 of the manual TCMD. When the punchcard TCMD is used, enter this information in columns 60-62 of the prime document.
16	--	63	--	<i>ETA.</i> Refer to appendix B-10, MILSTAMP. Enter the ETA code in block 16 of the manual TCMD. When the punchcard TCMD is used, enter this information in column 63 of the prime document.
17	--	64-67	--	<i>Transportation account code.</i> Refer to owner's orders or appendix B-12C, MILSTAMP. Enter the transportation account code in block 17 of the manual TCMD. When a punchcard TCMD is used, enter this information in columns 64-67 of the prime document.
18	--	--	--	<i>Carrier.</i> Enter the name of the carrier from this shipping activity to the POE. (This is an optional entry).
19	--	--	--	<i>Flight-truck-voyage document number.</i> The GBL number is entered here. (This is an optional entry).
20	--	--	--	<i>Reference.</i> Leave blank.
21	--	--	--	<i>Remarks.</i> For optional use.
22	44	68-71	--	<i>Pieces.</i> Enter the total number of pieces in the shipment in block 22 of the manual TCMD. When the punchcard TCMD is used, enter this information in columns 68-71 of the prime document.

Manual TCMD block number	Manual TCMD column number (Tr line)	Punchcard TCMD column number(s)		Entry
		Primary	Trailer	
23	--	72-76	--	<i>Weight.</i> Enter the total weight of the shipment in pounds in block 23 of the manual TCMD. When the punchcard TCMD is used, enter this information in columns 72-76 of the prime document.
24	--	77-80	--	<i>Cube.</i> Enter the cube, in feet, of the total shipment in block 24 of the manual TCMD. When the punchcard TCMD is used, enter this information in columns 77-80 of the prime document.
--	43-44	--	54-79	<i>Remarks/additional remarks.</i> Refer to paragraph 7-9d, chapter 7, MILSTAMP. When a shipment is to be delivered directly to the owner's quarters or other civilian address, an additional trailer line card (T-9) is required.

c. *Documentation of Shipments by SEAVAN/MILVAN Service.* (The terms SEAVAN and MILVAN are considered synonymous in explaining documentation procedures.) SEAVAN may be loaded with a single shipment unit, a number of shipment units packed individually (referred to as "loose shipment units") and shipment units consolidated on a pallet or in a container (referred to as shipment units in consolidation). These three types of SEAVAN shipments require the following documentation (fig 5-4 (1) and 5-4 (2)):

Note. Each line (A, B, C, and D) in the above figures represents a separate punchcard. They are consolidated here to insure full understanding and for the convenience of the user.

(1) SEAVANs loaded with a single shipment unit or two or more loose shipment units require one:—

(a) Prime document card, DIC T-2 (fig 5-4 (1) and (2), line "A").

(b) Miscellaneous entry trailer card DIC T-9, giving the ZIP code of the commercial supplier when appropriate, van seal number, and full van number (fig 5-4(1), line B).

(c) Prime document card for each shipment unit loaded in the SEAVAN, DIC T-4 (fig 5-4(1), line C and fig 5-4(2), line D).

(2) Additional trailer cards are required when—

(a) A shipment unit or any component of a shipment unit exceeds 6 feet in any direction (DIC T-5).

(b) An NOS type water commodity code is used for individual shipment units within the container (DIC T-9).

(c) The shipment unit consists of personal property (DIC T-8/T-9).

(3) Shipment units in consolidation when loaded in a SEAVAN require the same documentation as indicated in (1), above, and, in ad-

A	DIC T-2	Van No.	Owner Abbrev.	S I Z E	Commod. Code	POE	POD	M O Y A D P C E E K	SEAVAN TCN																Van Consignee	PROJ	RDD	Dte. Shp.	E T A	Inside Cube	Pcs. in Van	Wt. of Cntnts.	Cube of Cntnts.								
	1 2 3	4 5 6 7 8	9 10 11 12 13 14	15 16 17 18 19 20	21 22 23 24 25 26 27	28 29 30 31 32 33 34 35 36 37 38 39	40 41 42 43 44 45 46	47 48 49 50 51 52	53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80																																
B	T-9	*	Zip Code of Origin Vendor Only	*	*	*	*	*	SEAL NUMBER																*	SEAL NO															
	1 2 3	4 5 6 7 8	9 10 11 12 13 14	15 16 17 18 19 20	21 22 23 24 25 26 27	28 29 30 31 32 33 34 35 36 37 38 39	40 41 42 43 44 45 46	47 48 49 50 51 52	53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80																																
C	T-4	*	Shipping Activity	Commod. Code	*	*	M O Y A D P C E E K	SHIPMENT UNIT TCN																Ultimate Consignee	PROJ	RDD	Dte. Shp.	E T A	TAC	PCS	WT	CU									
	1 2 3	4 5 6 7 8	9 10 11 12 13 14	15 16 17 18 19 20	21 22 23 24 25 26 27	28 29 30 31 32 33 34 35 36 37 38 39	40 41 42 43 44 45 46	47 48 49 50 51 52	53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80																																

* SAME AS PRIME DOCUMENT

Figure 5-4 (1). Punchcard formats for single shipment units or loose shipment units loaded in a SEAVAN.

[illegible]

NOTE: LINES "C" AND "D" ARE REPEATED FOR EACH SHIPMENT UNIT IN THE VAN

Figure 5-4(2). Punchcard formats for shipment units in consolidation loaded in a SEAVAN.

dition, a prime document card for the consolidation of multiple shipment units into a single container, e.g., CONEX, unitized pallet load, DIC T-3 (fig 5-4(2), line C).

d. Documentation of Unit Moves Overseas. Units preparing for overseas movement assemble the necessary information required by the shipping activity, normally the installation transportation officer, who prepares final MILSTAMP documentation for the movement. Information required for documentation is usually entered on the manual TCMD (DD Form 1384), though at some installations locally produced worksheets are made available to moving units for this purpose. The instructions contained in this paragraph apply to the entry of MILSTAMP shipping data on DD Form 1384 (fig 5-5(1), (2), and (3)) by moving unit for submission to the installation transportation officer for conversion to punch-card TCMD.

e. Heading of DD Form 1384. Note that blocks 1 through 17 and 21 through 24 in the heading of DD Form 1384 have corresponding columns in the body. Only blocks that pertain to the entire shipment are shown in the heading, i.e., consignor, consignee, port of embarkation (POE), etc. Blocks that pertain to individual shipment units are left blank in the heading but are shown in the body of DD Form 1384. Follow the entries in the heading of figure 5-5 (1) and 5-5 (2) as

they are discussed below. When more than one page is required, each page should be numbered consecutively (page 1 of 5, 2 of 5, etc.) in the block provided in the top right-hand corner of the form. Each page should be identified with the transportation control number (TCN) of the first shipment unit on page 1, annotated in block 21.

(1) *Block 1.* Refer to appendix B-1, MILSTAMP, Document Identifier Codes. Left blank here, but entered in column 32 of the lower portion of the form.

(2) *Block 2.* Refer to appendix B-2 MILSTAMP, Trailer Container. Left blank here; used only for CONEX cargo transporters as shown in column 33, figure 5-5 (3).

(3) *Block 3.* Refer to DOD Regulation 4000.25-D, DOD Activity Address Directory. The A26TAM is the code for Fort Eustis, Virginia. The consignor will be entered in the clear when directed.

(4) *Block 4.* Refer to appendix B-4, MILSTAMP, Commodity Categories, Type of Cargo and Special Handling. The remark "unit move" is entered here. Commodity and special handling codes are entered in column 35.

(5) *Block 5.* Refer to appendix B-5, MIL-STAMP, Air Dimensions. Left blank here, since shipment will not move by air.

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																				PAGE NO. 1 of 3	
1. Doc Id	2. Trlr Cont	3. Consignor A26TAM FORT EUSTIS, VIRGINIA			4. Comm-Spec Hdg UNIT MOVE			5. Air Dim	6. POE 3DK MOTBA OAKLAND			7. POD RGU NEWPORT									
8. Mode K	9. Pack	10. Trans Control No.			11. Consignee WDBDAA			12. Pri 3	13. ROO 323	14. Proj VVI	15. Oate Shpd 307	16. ETA 7	17. Tr Acct A219								
18. Carrier C&NW, UP		19. Consignee Doc No. C&NW 73112, UP 74213			20. Ref			21. Remarks WDBDAA2304Z001XXX			22. Pieces		23. Weight		24. Cube						
25. a. Tranship Point (1)		b. Oate Rec	c. Bay Whse	d. Oate Shpd	e. Mode Carrier	f. Flight-Truck-Voy Doc No.			g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks								
26. a. Tranship Point (2)		b. Date Rec	c. Bay Whse	d. Date Shpd	e. Mode Carrier	f. Flight-Truck-Voy Doc No.			g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks								
27. a. Tranship Point (3)		b. Oate Rec	c. Bay Whse	d. Oate Shpd	e. Mode Carrier	f. Flight-Truck-Voy Doc No.			g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks								
28. Consignee		29. Date Received-Offered (Sign)			30. Condition			31. Remarks													
32. Doc Id	33. Trailer-Container	34. Consignor Comm Abbr Other	35. Commodity Spec Hdg	36. UIC NO Air Dim a	37. POE b	38. POC	39. Mode Pack	40. Transportation Control Number			41. Consignee	42. Pri	43. REMARKS AND/OR RDO Proj Stow Loc a b c d e					44. ADDITIONAL REMARKS OR Pieces a Weight b Cube c			
TV1		A26TAM	87OZR	3DK	RGU	K	VO	WDBDAA2304Z001XXX			WDBDAA	3	323 VVI 307 7 A219					1	2350	254	
TV5		ML51						WDBDAA2304Z001XXX					001321064W053H					USA	2J8736		
TV1			879ZR				VO	WDBDAA2304Z002XXX										1	2350		
TV5		ML51						WDBDAA2304Z002XXX					00132L-64W053H					USA	2D4732		
TV1			87OZR				VO	WDBDAA2304Z003XXX										1	2350	254	
TV5		ML51						WDBDAA2304Z003XXX					00132L064W053H					USA	2L7311		
TV1			87OZR				VO	WDBDAA2304Z004XXX										1	2350	254	
TV5		ML51						WDBDAA2304Z004XXX					00132L064W053H					USA	2J8742		
TV1			87OZR				VO	WDBDAA2304Z005XXX										1	2350	254	
TV5		ML51						WDBDAA2304Z005XXX					00132L064W053H					USA	2G5176		
TV1			87OZR				VO	WDBDAA2304Z006XXX										1	2350	254	
TV5		ML51						WDBDAA2304Z006XXX					00132L064W053H					USA	2H6170		
TV1			87OZR				VO	WDBDAA2304Z007XXX										1	2350	254	
TV5		ML51						WDBDAA2304Z007XXX					00132L064W053H					USA	2N4275		

DD FORM 1384, 1 APR 66

REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 5-5 (1). DD Form 1384, prepared by unit for overseas movement (page 1 of 3).

(6) **Block 6.** Refer to appendix B-13B, Port of Embarkation (POE). Enter the POE code here; in this instance 3DK, the code for Military Ocean Terminal, Bay Area, Oakland. This block is left blank when the movement is classified.

(7) **Block 7.** Refer to appendix B-13B, Port of Debarkation (POD). Enter the POD code here, in this instance RGU, the code for Newport. If the port of debarkation is not known or the move is classified, this block is left blank.

(8) **Block 8.** Refer to appendix B-6, MILSTAMP. This shipment will move by rail to the POE, so enter K in this block.

(9) **Block 9.** Refer to appendix B-7, MILSTAMP. Left blank here but entered in column 39.

(10) **Block 10.** Refer to paragraph 3-20, MILSTAMP, Transportation Control Number (TCN). The unit assigns each shipment unit (SU) or package a transportation control number. A shipment unit is each vehicle, trailer, mobile gun, aircraft separate container, carload or truckload of equipment or supplies, including piggyback loaded vehicles, in the same commodity category, and equipment or supplies that must move together as an assembly or set, regardless of the number of conveyances. The TCN is left blank here for unit moves, but is entered in block 21 and in column 40 in the lower portion of the form.

(11) **Block 11.** Consignee. The activity address code or the unit identification code (UIC)

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																	PAGE NO 2 of 3												
1. Doc Id		2. Trlr Cont		3. Consignor			4. Comm-Spec Hdig				5. Air Dlm		6. POE		7. POD														
8. Mode		9. Pack		10. Trans Control No.			11. Consignee WDBDAA2304Z001XXX				12. Pri		13. RDD		14. Proj		15. Date Shpd		16. ETA		17. Tr Acct								
18. Carrier		19. Flight-Truck-Voy Doc No.			20. Ref		21. Remarks				22. Pieces		23. Weight		24. Cube														
25 a. Tranship Point (1)			b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks								
26 a. Tranship Point (2)			b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks								
27 a. Tranship Point (3)			b. Date Rec		c. Bay Whse		d. Date Shpd		e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref.		h. Stow Loc		i. Split		j. Cond		k. Signature-Remarks								
28. Consignee			29. Date Received-Offered (Sign)				30. Condition				31. Remarks																		
32. Doc Id		33. Trailer-Container		34. Consignor Comm Abbr Other		35. Commodity Spec Hdig		36. VOY NO. Air Dim a POE b		37. POD		38. M O D E		39. Type Pack		40. Transportation Control Number		41. Consignee		42. P R I		43. REMARKS AND/ OR RDD a Proj b Stow Shpd c Loc d ETA e Tac f				44. ADDITIONAL REMARKS OR Pieces a Weight b Cube c			
TVL						867ZR						VO		WDBDAA2304Z008XXX										1		5660		522	
TV5		M37B1												WDBDAA2304Z008XXX				00186L076W065H				USA		3C7216					
TVL						867ZR						VO		WDBDAA2304Z009XXX								1		5880		535			
TV5		M37B1WW												WDBDAA2304Z009XXX				00191L076W065H				USA		3D9421					
TVL						867ZZ						VO		WDBDAA2304Z010XXX								1		11775		1092			
TV5		M34												WDBDAA2304Z010XXX				00262L088W082H				USA		4C7711					
TVL						867ZZ						VO		WDBDAA2304Z011XXX								1		13700		1265			
TV5		M35A2WW												WDBDAA2304Z011XXX				00279L097W082H				USA		4A7222					
TVL						867ZR						VO		WDBDAA2304Z012XXX								1		580		170			
TV5		M416												WDBDAA2304Z012XXX				00109L062W044H				USA		6N4726					
TVL						867ZR						VO		WDBDAA2304Z013XXX								1		580		170			
TV5		M416												WDBDAA2304Z013XXX				00109L062W044H				USA		6N7931					
TVL						867ZR						VO		WDBDAA2304Z014XXX								1		580		170			
TV5		M416												WDBDAA2304Z014XXX				00109L062W044H				USA		6M7241					

DD FORM 1384, 1 APR 66

REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 5-5 (2). DD Form 1384, prepared by unit for overseas movement (page 2 of 3).

for the unit being moved is entered here. The WDBDAA is the UIC for this organization.

(12) *Block 12.* Refer to paragraph 3-3, MILSTAMP, Transportation Priority. Transportation priority 3 has been assigned to the move. For unit moves, MTMTS assigns transportation priorities established by Department of the Army in movement directives.

(13) *Block 13.* Required Delivery Date (RDD). The 323 is the Julian date for 19 November, the 323d day of the year.

(14) *Block 14.* Project. A project code is assigned in the movement order. VVI is the project code assigned to this movement.

(15) *Block 15.* Date shipped. The 307 is the

Julian date for 3 November. (Normally this is entered by the Transportation Office, since date of shipment is not known by the moving unit.)

(16) *Block 16.* Refer to appendix B-10, MILSTAMP. The 7 is the estimated number of days required to move the shipment from home station to the water port of embarkation.

(17) *Block 17.* Transportation Account Code (TAC). Refer to appendix B-12, MILSTAMP. A219 is the code for TOE Material of PCS Units via Military Airlift Command (MAC) or Military Sealift Command (MSC). When a special account code is established for unit moves, it is used.

(18) *Block 18.* Carrier. The rail lines over

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT																		PAGE NO. 3 of 3			
1. Doc Id	2. Trlr Cont	3. Consignor			4. Comm-Spec Hdg			5. Air Dim	6. POE			7. POD									
8. Mode	9. Pack	10. Trans Control No.			11. Consignee			12. Pri	13. RDD	14. Proj	15. Date Shpd	16. ETA	17. Tr Acct								
18. Carrier		19. Flight-Truck-Voy Doc No.			20. Ref	21. Remarks			22. Pieces			23. Weight	24. Cube								
25 a. Tranship Point (1)		b. Date Rec	c. Bay Whse	d. Date Shpd	e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks								
26 a. Tranship Point (2)		b. Date Rec	c. Bay Whse	d. Date Shpd	e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks								
27 a. Tranship Point (3)		b. Date Rec	c. Bay Whse	d. Date Shpd	e. Mode Carrier		f. Flight-Truck-Voy Doc No.		g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks								
28. Consignee		29. Date Received-Offered (Sign)			30. Condition			31. Remarks													
32. Doc Id	33. Trailer Container	34. Consignor Cont. Abbr	35. Commodity Spec Hdg	36. VOY NO Air Dim a	37. POE b	38. POD	39. M O D E	40. Type Pack	41. Transportation Control Number			42. Consignee	43. REMARKS AND/ OR					44. ADDITIONAL REMARKS OR			
													RDD a	Proj b	Stow Shpd c	Loc d	ETA e	Tac f	Pieces g	Weight h	Cube i
TV1			867ZR					VO	WDBDAA2304Z015XXX										1	1340	313
TV5		M101							WDBDAA2304Z015XXX					00147L074W050H					USA	6M4711	
TV1			867ZR					VO	WDBDAA2304Z016XXX										1	1340	313
TV5		M101							WDBDAA2304Z016XXX					00147L074W050H					USA	6N1731	
TV1			867ZR					VO	WDBDAA2304Z017XXX										1	2670	439
TV5		M105A2							WDBDAA2304Z017XXX					00166L083W055H					USA	6P4320	
TX1	26784		741Z9					X1	WDBDAA2304Z018XXX										1	8375	365
TX1	21752		741Z9					X6	WDBDAA2304Z019XXX										1	7900	365
TX1			741ZR					BD	WDBDAA2304Z020XXX										5	1500	167
TX5									WDBDAA2304Z020XXX					00120L024W020H					5	300	34

DD FORM 1384, 1 APR 66

REPLACES EDITION OF 1 APR 63, WHICH MAY BE USED.

Figure 5-5(3). DD Form 1384, prepared by unit for overseas movement (page 3 of 3).

which this shipment will move are entered here. The entry shows that this move will be over the Chesapeake and Ohio (C&O), the Chicago and Northwestern (C&NW), and the Union Pacific (UP). The unit obtains this information from the Transportation Officer.

(19) *Block 19.* Flight-Truck-Voyage Document Number. Flight, truck, or railcar numbers are shown here for unit movements.

(20) *Block 20.* Reference number. Not used for unit moves.

(21) *Block 21.* Refer to chapter 3, section III, MILSTAMP. For unit moves, the Transportation Control Number (TCN), in this instance WDBDAA2304Z001XXX, is entered here and in block 21 of each additional page. The first six

characters, WDBDAA, show the activity identification code. The 2 is the last digit of the current calendar year and 304 is the Julian date for 31 October, the 304th day of the year. The Z indicates the type of shipment. For TAT items of equipment or packages TAT marked with a red disk, indicating that they must arrive at overseas destination concurrently with the troops, an R is entered in this position. Those items which must be accessible to the unit personnel during the movement and must therefore be loaded aboard the same transportation conveyance on which unit personnel will move, are marked with a yellow disk. All equipment not marked with a red disk or yellow disk is classified as Z shipments. The digits 001 are the serial number of the package or shipping unit; the serial numbers con-

tinue consecutively until each package (shipping unit) has been assigned a TCN. The fifteenth position is for a suffix code used by contractors; it is not used for unit moves and therefore is always X. In the last two positions, XX indicates a full, rather than a partial or split shipment.

(22) *Blocks 22, 23, and 24.* Left blank here, but entered in lower portion of form.

f. Body of DD Form 1384. Each shipment unit to be moved is listed in the body (lower portion) of the TCMD. As stated earlier, the columns in the body of the form correspond to blocks 1 through 17 and 21 through 24 in the heading; for example, block 3 of the heading "consignor" corresponds to column 34, the third column in the body. All of the entries in each column are discussed under the column heading.

(1) *Column 32.* Refer to appendix B-1, MILSTAMP. Appendix B-1 shows how document identifier codes are constructed. In the code TV1, the T is for transportation, the V is for vehicle, and 1 is for prime document. Additionally, when the dimensions of any piece in the shipment unit exceed 6 feet in any dimension (except CONEX cargo transporters, SEAVAN/MILVAN or POV), a separate line entry on DD Form 1384 must be prepared for each different dimensional exception. Shipment units of Government vehicles, wheeled trailers or guns, or aircraft require special outsize dimensional and identification data. This information is entered on the line immediately following the original shipping unit entry in the body of the form as shown in lines one and two of figure 5-5 (1). In the Code TV5, the 5 indicates outsize dimensions.

(2) When an outsize dimension line is required, the vehicle model number is entered in column 34. The dimensions are entered in column 43 using a 14-position alphanumeric group. For example, in column 43, line 2 of figure 5-5 (1), the length of the vehicle is 132 inches, width 64 inches, and height 53 inches. Note that five positions are reserved for length, three positions for width, and three positions for height. When not all positions are required to indicate dimensions, zeros are entered. Fractions are carried to the next highest whole number. (Dimensions for major items of equipment are contained in TB 55-46-2.)

(3) The next two items after the vehicles shown in figure 5-5 (3) are CONEX cargo transporters; the code is TX1. The T is for transportation, the X is for shipments not otherwise covered, and 1 indicates prime document. Though

CONEX cargo transporters exceed 6 feet, data on dimensions are not required on the TCMD.

(4) The last item, tent poles, requires an additional line entry, since the poles exceed 6 feet in length.

(5) *Column 33.* Trailer Container. Refer to appendix B-1, MILSTAMP. The last five digits of the six-digit serial number on the CONEX are entered here (fig 5-5(3)). This column is used for shipments moving in controlled containers and for shipment units consolidated in non-controlled containers, including palletized unit loads.

(6) *Column 34.* Consignor. Refer to DOD Regulation 4000.25-D, Activity Address Directory. The activity address code for the consignor, in this case A26TAM, is shown in block 3 of the heading and is repeated in the first line of DD Form 1384 only. On subsequent lines in column 34, the model number of outsize vehicles is entered.

(7) *Column 35.* Water Commodity Code, Type Cargo, and Special Handling. Refer to appendix B-4, MILSTAMP. Appendix B-4 of MILSTAMP shows the codes for commodity categories, type of cargo, and special handling. The first three digits, 870, of the code 870ZR indicate that the "vehicles, military mutts (jeeps)" cargo code applies. The Z indicates that no special type of cargo code is applicable and the R indicates outsize dimensions. Note that the code for the remainder of the vehicles after the seven jeeps is 867ZR, except for the third and fourth vehicles in figure 5-5(2). The code for these two 2 1/2-ton trucks is 867ZZ.

(8) Appendix B-4 of MILSTAMP shows that Z indicates a heavy lift with outsize dimensions. A heavy lift is defined as 5 or more short tons. Column 44 of figure 5-5 (2) shows that each of these items weighs more than 10,000 pounds. For the two CONEX CARGO transporters, the code is 741Z9. Appendix B-4 shows that Z9 indicates that no special type of cargo code is applicable and no exceptions of handling are required.

(9) *Column 36.* Air Dimension and POE. Refer to appendix B-5 and B-13B. Air dimension is used only for air and SEA-EX shipments. The POE shown in block 6 in the heading is repeated here.

(10) *Column 37.* Port of Debarkation (POD). Refer to appendix B-13B, MILSTAMP. The entry shown in block 7 in the heading is repeated here.

(11) *Column 38.* Mode. Refer to appendix

B-6, MILSTAMP. The entry shown in block 8 is repeated here.

(12) *Column 39.* Type of Pack. Refer to appendix B-7, MILSTAMP. Note that *VO* is for vehicle shipped in operating condition and *VE* is for vehicle inoperable or shipped in reduced configuration. Normally, only vehicles in operating condition are shipped in unit moves. Note the code CONEX's in figure 5-5(3). The last five digits of the CONEX serial number are shown in column 33; the first digit of the CONEX serial number is shown in column 39, preceded by an *X*. For example, the serial number of the first CONEX listed is 426784.

(13) *Column 40.* Transportation Control Number (TCN). Refer to section III, paragraph 3, MILSTAMP. The TCN assigned to each item is entered here.

(14) *Column 41.* Consignee. The activity address code of the unit, which is shown in block 11 is entered in column 41 on the first line only on the first page of the TCMD.

(15) *Column 42.* Priority. Refer to paragraph 13-3, MILSTAMP. Enter the priority number which appears in block 12 of the heading.

(16) *Column 43.* Remarks. Required deliv-

ery date, project, date shipped, estimated time of arrival, and transportation account code are repeated from blocks 13, 14, 15, 16, and 17 of the heading in the first line of the first page only of the TCMD. The second line contains remarks explaining document identifier *TV5*. The dimensions are set solid and are shown in inches preceded by the necessary zeros to total five digits followed by *L* for length, three digits followed by *W* for width, and three digits followed by *H* for height.

(17) *Column 44.* Pieces, weight, and cube. The total number of pieces, total weight, and cube for each item shipped are shown here for the *TV1* line. Only whole numbers are used. Decimals should be increased to the next whole number; for example 253.2 is shown as 254. The vehicle service identification number is also shown here on the *TV5* line. for vehicles purchased before the present identification system (five numbers and one letter preceded by *USA—USA 2J8736*) went into effect, the last 13 digits of the identification number are used. For outsize equipment other than vehicles, a *TX5* trailer line entry is required, showing in column 44 the number of pieces to which the dimensions in column 43 (same trailer line) apply, and the weight and cube of one piece (fig 5-5(3)).

CHAPTER 6

TRACER ACTION REQUEST AND TRACER ACTION REPLY

6-1. Conditions Under Which Tracer Action May Be Initiated

a. A request for tracer action may be initiated by the receiving or shipping activity transportation officer, or responsible material control office or supply source, e.g., inventory manager or project officer. Before initiating tracer action, the responsible activity will insure that the following information is available:

(1) Confirmation that the normal transit time or specified RDD has elapsed.

(2) Confirmation that the shipment is not available for delivery at the destination carrier's facility.

(3) Operating experience or statistics indicate that the normal delivery time has expired and that unusual delay has occurred.

(4) Data necessary to initiate transportation tracer action have been received, i.e., Transportation Control Number (TCN), date shipped from the consignor, and POE.

b. On MILSTRIP requisitions, the source of data essential to effect tracing action is included in the shipment status card or material release confirmation furnished in accordance with the procedures outlined in DOD Regulation 4140.17-M (MILSTRIP). If status has not been received, followup action will be initiated in accordance with MILSTRIP requirements. On non-MILSTRIP shipments, source data essential to trace the shipment will depend on advance documentation (TCMD) provided to the consignee.

c. When all of the criteria outlined in paragraph 4a have been met, a request for transportation tracer action (TM 1) will be forwarded as follows: A request for transportation status will be forwarded to the activity responsible for clearance of the shipment into the DTS. The POE code will be used to determine the appropriate ACA or WTCA to which tracer actions are forwarded. Appendixes D-1 through D-3 of DOD Regulation 4500.32-R, lists WTCA and ACA for export shipments from CONUS and for domestic

shipments by LOGAIR and QUICKTRANS, with appropriate communications addresses. Directories of clearance authorities issued by oversea theater commanders contain corresponding data for WTCA and ACA responsible for clearance of shipments originating within the theater. The punchcard format shown in figure 6-1 is used to initiate Tracer Action Requests and Replies via either AUTODIN or TWX, whichever is more advantageous. When the tracing activity has been informed of the POD and flight or voyage number by response to previous tracer action or other advance notification, the request for transportation status will be forwarded to the activity responsible for discharge at the POD.

6-2. Data Elements Required for Tracer Action

a. Elements of data required to request tracer action appear below. (These are reflected in line A of figure 6-1.)

Card columns	Date elements required
1-3	Document identified (DIC: TM 1).
4-9	Activity address code of shipping activity when known; otherwise, leave blank.
10-12	Date shipped from shipping activity; expressed in three-position Julian date.
13-16	Leave blank.
17-19	POE code if applicable.
20-23	Leave blank.
24-29	Activity address code of tracing activity other than consignee to receive tracer action reply.
30-46	Transportation control number.
47-51	Flight or voyage number if available.
52-54	Leave blank.
55-57	POD code if known and if applicable.
58-71	Leave blank.
72-77	Activity address code of consignee.
78-80	Leave blank.

b. Upon receipt of request for transportation status (DIC: TM 1) the clearance authority will determine the status or disposition of the shipment, and advise the tracing activity by the transportation status reply (DIC: TMA). If the shipment unit was lifted in separate increments, a separate TMA will be forwarded for each split shipment. When no record of the shipment unit

REQUEST FOR TRANSPORTATION STATUS

TMA	Activity Address Code (if known)	Date Shipped	POE	Tracing Activity Address Code	TCN	Flight or Voyage Number	POD	Consignee Activity Address Code
1 2 3	4 5 6 7 8 9	10 11 12	13 14 15 16	17 18 19	20 21 22 23 24 25 26 27 28 29	30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46	47 48 49 50 51 52 53 54 55 56 57	58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80
TMA	A26TBE	047	3DK	AT4226	AT422610320001XXX	P1066	UD6	AT4226

POE/APDE (WTCA/ACA) REPLY

TMA	Activity Address Code (if known)	Date Shipped	POE	Tracing Activity Address Code	TCN	Flight or Voyage Number	POD	Consignee Activity Address Code
1 2 3	4 5 6 7 8 9	10 11 12	13 14 15 16	17 18 19	20 21 22 23 24 25 26 27 28 29	30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46	47 48 49 50 51 52 53 54 55 56 57	58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80
TMA	A26TBE	047	0593DK	0642	AT4226	AT422610320001XXX	P1066	UD6

POD/APOD REPLY

TMA	Activity Address Code (if known)	Date Shipped	POE	Tracing Activity Address Code	TCN	Flight or Voyage Number	POD	Consignee Activity Address Code
1 2 3	4 5 6 7 8 9	10 11 12	13 14 15 16	17 18 19	20 21 22 23 24 25 26 27 28 29	30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46	47 48 49 50 51 52 53 54 55 56 57	58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80
TMA	A26TBE	047	3DK	AT4226	AT422610320001XXX	P1066	082UD6085	AT4226

Figure 6-1. Tracer action request and tracer action reply.

can be located in advance TCMD, or in receipt or lift records, the clearance authority will indicate a negative response by inserting XXX in the POE date received field (card columns 14-16) of the transportation status reply (DIC: TMA). Upon receipt of a negative response, the tracing activity will verify the validity of the TCN, date shipped, and POE with the source of these data and, if valid, will request the consignor to initiate an administrative message to the clearance authority giving all available identification data such as Government bill of lading (GBL) number and routing to assist in tracing the shipment unit.

c. Elements of data required for reply to tracer action by clearance authority appear below. (These are reflected in line B of figure 6-1.)

Card columns	Date elements required
1-3	Document identifier (DIC: TMA).
4-9	Activity address code of shipping activity when known; otherwise, leave blank.
10-12	Date shipped from shipping activity; expressed in three-position Julian date.
13	Leave blank.
14-16	Julian date received at POE or "XXX" if no record of shipment is on file.
17-19	POE code.
20-22	Julian date of lift or scheduled date to be lifted.
23	Mode code.
24-29	Tracing activity address.
30-46	Transportation control number (TCN).
47-51	Flight or voyage number.

Card columns

Date elements required

52-54	Leave blank.
55-57	POD code.
58-71	Leave blank.
72-77	Activity address code of consignee.
78-80	Leave blank.

d. Elements of data required for POD reply to tracer action appear below. (These are reflected in line C of figure 6-1).

Card columns

Date elements required

1-3	Document identifier (DIC: TMA).
4-9	Activity address code of shipping activity when known; otherwise, leave blank.
10-12	Date shipped from shipping activity; expressed in three-position Julian date.
13-16	Leave blank.
17-19	POE code.
20-23	Leave blank.
24-29	Activity address code of tracing activity other than consignee to receive tracer action reply. (Reply may be furnished to both).
30-46	Transportation control number.
47-51	Flight or voyage number.
52-54	Julian date shipment received at POD.
55-57	POD code.
58-60	Julian date lifted.
61	Mode code.
62-67	Activity address code of break bulk point or other intermediate point when applicable to movement to consignee.
68-71	Leave blank.
72-77	Consignee address code.
78-80	Leave blank.

APPENDIX A

REFERENCES

A-1. Army Regulations (AR)

55-16	Movement of Cargo by Air and Surface—Including Less Than Release Unit and Parcel Post Shipments.
55-43	Temporary Storage of Released Export Shipments.
55-55	Transportation of Radioactive and Fissile Materials Other Than Weapons.
55-56	Transportation of Dangerous or Hazardous Chemical Materials.
55-60	Official Table of Distances: Continental United States, Alaska, Hawaii, Canada, Canal Zone, Central America, Mexico, and Puerto Rico.
55-208	Movement of Nuclear Weapons, Nuclear Components, and Related Classified Nonnuclear Materiel.
55-353	Freight Descriptions and Suffixes.
55-355	Military Traffic Management Regulation.
55-357	Terminal Facilities Guide: United States Army.
55-358	Terminal Facilities Guide: United States Navy, Marine Corps, and Coast Guard.
55-359	Terminal Facilities Guide: United States Air Force.
55-365	Terminal Facilities Guide: Commercial Contractors.
56-1	Ownership and Use of Containers for Surface Transportation and Configuration of Shelters/Special Purpose Vans.
56-15	Ship and Terminal Demurrage and Unused Shipping Space.
59-11	Army Use of Logistics Airlift (LOGAIR).
65-10	Use of Army Postal Service.
725-50	Requisitioning, Receipt and Issue System (MILSTRIP).
746-1	Color, Marking, and Preparation of Equipment for Shipment.

A-2. Technical Manuals (TM)

55-604	Troop Movement Guide.
55-605	Movement of Household Goods and Personal Property.
55-606	Military Oceans Terminals, CONUS.

A-3. Technical Bulletin (TB)

55-46-2	Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Other Outsize/Overweight Equipment.
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A-4. DOD Regulations

4000.25-D	DOD Activity Address Directory (DODAAD).
4000.23	Military Supply and Transportation Evaluation Procedures (MILSTEP).
4500.32-R	Military Standard Transportation and Movement Procedures (MILSTAMP).

A-5. Military Standard (MIL-STD)

129	Military Standard Marking for Shipment and Storage.
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APPENDIX B

ABBREVIATIONS

<i>Abbreviations</i>	<i>Meaning</i>	<i>Abbreviations</i>	<i>Meaning</i>
AB	Air Base	MILSTEP	Military Supply and Transportation Evaluation Procedures.
ACA	Airlift Clearance Authority	MILSTRIP	Military Standard Requisitioning and Issue Procedures.
AFLC	Air Force Logistics Command	MILVAN	Military-Owned Demountable Container.
APO	Army Post Office/Air Post Office	MSC	Military Sealift Command
APOD	Aerial Port of Debarkation	M/T	Measurement Ton
APOE	Aerial Port of Embarkation	MTMTS	Military Traffic Management and Terminal Service.
APT	Airport	NAS	Naval Air Station
ASPR	Armed Services Procurement Regulation.	NOS	Not Otherwise Specified
BL	Bill of Lading	PCC	Postal Concentration Center
CBL	Commercial Bill of Lading	POD	Port of Debarkation
CONEX	Container Express	POE	Port of Embarkation
CONUS	Continental United States	RDD	Required Delivery Date
CPO	Civilian Post Office	RORO	Roll On/Roll Off
CU	Cube	RU	Release Unit
DIC	Document Identifier Code (3 characters) identifying type of action subtype and modifying.	SEAVAN	Commercial or Government-Owned (or Leased) Shipping Container.
DOD	Department of Defense	SPWS	Shipment Planning Worksheet
DODIC	Department of Defense Identification code.	SSCO	Shipper Service Control Office
DTS	Defense Transportation System	S/T	Short Ton
EAM	Electric Accounting Machine	STA	Station
ETA	Estimated Time of Arrival	TAC	Transportation Account Code
ETR	Export Traffic Release	TBL	Through Bill of Lading
FPO	Fleet Post Office	TCMD	Transportation Control and Movement Document.
FSN	Federal Stock Number	TCN	Transportation Control Number
FSS	Forward Supply Support	TGBL	Through Government Bill of Lading.
GBL	Government Bill of Lading	TO	Transportation Officer
GMT	Greenwich Mean Time	TP	Transportation Priority
HL	Heavy Lift	UMMIPS	Uniform Materiel Movement and Issue Priority System.
LCO	Logistics Control Office	WT	Weight
L/T	Long Ton	WTCA	Water Terminal Clearance Authority.
MAC	Military Airlift Command	ZIP	Zone Improvement Plan
MAP	Military Assistance Program		
MILSTAMP	Military Standard Transportation and Movement Procedures.		

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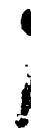
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